

APPENDIX E

Agency and Public Coordination

CONFERENCE NOTES

MEETING DATE: October 2, 2008

MEETING TIME: 10:00 a.m.

MEETING PLACE: Schemmer Main Conference Room

SUBMITTED BY:

MEETING SUBJECT: Environmental Agency Scoping
Meeting

Steve D. Kathol, P.E., S.E.

In Attendance: *City of Omaha:* Kirk Pfeffer, Jon Meyer, Tim O'Bryan, Glenn Hansen; *NDOR:* Patrick Schafer, Jim Miller; *Nebraska Game and Parks Commission:* Tim Montgomery, Carey Grell, *US Army Corps of Engineers:* John Snowdon; *Schemmer:* Steve Kathol, Scott Reelfs, Shane Swope; *Tetra Tech:* George Cunningham, Kristin Sutherlin

Discussion:

I. Introductions

The meeting began by all attendees introducing themselves, stating the organization they are with, and the role they will have in the project.

II. Project Overview

Kathol gave a brief presentation and overview of the project. The existing conditions were shown and described with aerial photography and ground level photographs. The FEMA floodplain maps were shown, indicating a substantial portion of the proposed project is in the floodplain. Proposed alignment alternatives, including a centered alignment and a shifted west alignment, were described.

III. Draft Project Description

A draft project description was distributed and Cunningham provided a brief summary. No comments were communicated.

IV. Draft Project Purpose and Need Statement

A draft project Purpose and Need Statement was distributed and Cunningham provided a brief summary. Snowdon asked why improvements to the floodway characteristics are not part of the purpose and need. Cunningham explained that the project purpose is not to improve the channel, however, FEMA no-rise and design criteria will be met by project design.

V. Study Area Map

The study area map was distributed. The termini of the study area was shown from the southern project limits (approximately 800 feet south of Emmet Street) to the north side of Fort Street. No

Discussion (continued):

comments were communicated.

VI. Project Issues and Agency Comments:

Waterway:

Snowdon described issues that will need to be addressed in the NEPA document related to the Big Papillion Creek. The following comments were noted:

1. Any new storm sewer outfalls and existing drainage ways will need to be analyzed. Storm water detention/dissipation may be required such that there will be no net increase in velocity or volume of peak flows into Big Papillion Creek. The stormwater hydrograph after the proposed improvements should match the existing hydrograph for flows into the Big Papillion Creek. Some bank degradation downstream of 120th Street is evident. The project should not contribute to further degradation of the bank - address this situation in the NEPA document.
2. The area north of the Keystone Little League facility had a potential wetland, but has since been cleared. No issues here.
3. Some benching of the creek banks may be necessary to allow for storage capacity.
4. It was noted that the project will not improve the Old Maple Road or the West Maple Road bridge openings.
5. Natural stream restoration techniques using meanders would be looked upon favorably.
6. The EA / FONSI will be the basis for the 404 permit.

Threatened and Endangered Species:

Grell described issues related to fish and wildlife concerns from the Nebraska Game and Parks commission. The following comments were noted:

1. No concerns were noted for threatened and endangered species.
2. Removal of vegetation will need to occur outside of migratory bird nesting season.
3. Impacts to the creek may be a concern. Shading on the creek banks is looked upon favorably.
4. An assessment of the existing tree species within the project limits will be conducted. The City Parks Department and the Nebraska Game and Parks Commission will work out an acceptable tree replacement ratio. The Nebraska Game and Parks Commission prefers a 3 to 1 tree replacement ratio.

Discussion (continued):

5. Newly planted trees will be monitored for 5 to 10 years.
6. Tree replacement and vegetation issues will be addressed in the NEPA document.

Public Lands- Section 4(f), 6(f):

Montgomery described issues related to the Tranquility Park and The Knolls Golf Course areas. The following comments were noted:

1. All permanent takings from park property are required to be replaced offsite. The replacement is based on value-for-value, not acre-for-acre.
2. The replacement property cannot be at an existing park, but must be at a new site not currently in the City park system, with viable recreational value. A proximate location is preferred.
3. A proposed parking lot replacement north of the soccer fields will likely not constitute a 6(f) taking.
4. The City Parks Department can work directly with the Nebraska Game and Parks Commission to locate an appropriate park land replacement site. All site approvals need to go through Tim Montgomery.
5. Replacement park land should be identified and approved but not purchased until all NEPA approval has been secured. If circumstances are extreme, approval to purchase land prior to NEPA approval could be an option.
6. Replacement lands must be used for outdoor recreation or to facilitate outdoor recreation.
7. If property is acquired from both Tranquility Park and The Knolls Golf Course, the combined value of these properties would dictate the park land replacement requirements at a single site.
8. Montgomery distributed maps showing the existing boundaries of the 6(f) properties. The information did not accurately show the exact limits. Montgomery will investigate and locate more detailed information and/or legal descriptions and forward to Kathol.
9. An independent appraisal will be required to verify value of existing and proposed park lands.
10. Excess value for replacement property can be banked for future 6(f) conversions.
11. The replacement park lands will automatically be designated 6(f) property.
12. Taking of park property for Big Papillion Creek improvements may or may not constitute a 6(f) taking depending on the design. If the property is still accessible by the public, it usually is not a 6(f) taking. Adding a wetland to retain storm water on park ground may constitute a 6(f) taking, depending on the design of the wetland feature.

Discussion (continued):

13. A new bike trail constructed on 6(f) property may not constitute a 6(f) taking. However, this may also be an issue with FHWA in terms of defining the trail as recreational versus a transportation trail corridor.
14. A 6(f) conversion packet will need to be submitted to Montgomery. Allow 3 to 6 months for approval of the conversion. Construction should not begin until approval has been granted.
15. Pat Slaven will be the contact for the City of Omaha Parks and Recreation Department.
16. The NEPA document should address why the taking of 6(f) property is required.
17. 6(f) replacement properties should have a minimum 25-year life expectancy.

Noise:

It was noted that noise impacts to the park property could be a sensitive issue. This will need to be addressed in the NEPA document.

Miscellaneous:

Meyer asked NDOR if there would be any problems with using city standards for design or a modified lower overtop design year(ex; 25yr or 15yr) for the final roadway design. This would utilize access to the adjacent facilities. The City uses 100-year storm event plus 0.5 feet for the maximum allowable ponding on a City Arterial. Miller indicated the NDOR would have no problems using what the City agrees to.

Notify Snowden regarding any public meetings.

Distribution: All attendees, Central File

If agreements reached/comments made are not as you recall, please return within five days.

Memorandum

DATE 11/29/10

TO Local Public Agency

FROM Zach Cunningham, HWY Environmental Biologist

THRU Barney Helton - Local Projects Division

SUBJECT 120th Street from Stonegate Drive to Roanoke Boulevard, MAPA-5009(3), 22277
Threatened & Endangered Species Concurrence

The attached concurrence package signed on 11/24/10 by Raegan Ball, FHWA is the documentation required for threatened & endangered species concurrence in the NEPA document.

The project will have “**no effect**” to all state or federally listed species or their designated critical habitat.

Below are the Conservation Conditions and survey protocol (if applicable) that will be required for this project. They must be included verbatim in the “green sheet” and NEPA document.

General Conservation Conditions for All Projects (Responsible Party for the measure is found in parentheses):

- All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed plants were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the project. (NDOR Environmental)
- If species surveys are required for this project, results will be sent by NDOR to the USFWS, NGPC, and if applicable COE. FHWA will be copied on submittals. (NDOR Environmental, District Construction)
- If federal or state listed species are observed during construction, contact NDOR Environmental. Contact NDOR Environmental for a reference of federal and state listed species. (NDOR Environmental, District Construction, Contractor)
- Environmentally sensitive areas will be marked on the plans, in the field, or in the contract by NDOR Environmental for avoidance. (NDOR Environmental, District Construction)
- Conservation conditions are to be fully implemented within the project boundaries as shown on the plans. (District Construction, Contractor)

- The following project activities shall, to the extent possible, be restricted to the beginning and ending points (stationing, reference posts, mile markers, and/or section-township-range references) of the project, within the right-of-way designated on the project plans: borrow sites, burn sites, construction debris waste disposal areas, concrete and asphalt plants, haul roads, stockpiling areas, staging areas, and material storage sites. Any project related activities that occur outside of these areas must be environmentally cleared/permitted with the U. S. Fish and Wildlife Service and Nebraska Game and Parks Commission as well as any other appropriate agencies by the contractor and those clearances/permits submitted to the District Construction Project Manager prior to the start of the above listed project activities. The contractor shall submit information such as an aerial photo showing the proposed activity site, a soil survey map with the location of the site, a plan-sheet or drawing showing the location and dimensions of the activity site, a minimum of 4 different ground photos showing the existing conditions at the proposed activity site, depth to ground water and depth of pit, and the "Platte River depletion status" of the site. The District Construction Project Manager will notify NDOR Environmental which will coordinate with FHWA for acceptance if needed. The contractor must receive notice of acceptance from NDOR, prior to starting the above listed project activities. These project activities will not adversely affect state and/or federally listed species or designated critical habitat. (NDOR Environmental, District Construction, Contractor).
- If there is a change in the project scope, the project limits, or environmental commitments, the NDOR Environmental Section must be contacted to evaluate potential impacts prior to implementation. Environmental commitments are not subject to change without prior written approval from the Federal Highway Administration. (District Construction, Contractor)
- Request for early construction starts must be coordinated by the Project Construction Engineer with NDOR Environmental for approval of early start to ensure avoidance of listed species sensitive lifecycle timeframes. Work in these timeframes will require approval from the Federal Highway Administration and could require consultation with the USFWS and NGPC. (District Construction, Contractor)
- Construction waste/debris will be disposed of in areas or a manner which will not adversely affect state and/or federally listed species and/or designated critical habitat. (Contractor)
- Refueling will be conducted outside of those sensitive areas identified on the plans, in the contract, and/or marked in the field. (Contractor)

Overview of Effects and required Conservation Conditions

Project Name: 120th Street from Stonegate Drive to Roanoke Boulevard

Federal-aid number: MAPA-5009(3)

Control Number: 22277

☒ **An Individual Project Level Evaluation is required because** (*check all that apply*):

- ☐ A may affect, not likely to adversely affect determination is made for the following species/ critical habitat because either the matrix identified a “may affect” determination, or the Program conservation conditions can not be implemented:
- ☐ A may affect, likely to adversely affect determination is made for the following species/critical habitat because either the matrix identified a “may affect” determination, or the Program conservation conditions can not be implemented:
- ☐ Of the need to document an evaluation of the following newly listed, or new candidate species or newly listed critical habitat that has yet to be incorporated into the Programmatic Agreement:
- ☐ Of the need to analyze impacts to all listed species/ critical habitat from project activities not included in the Matrix. A description of the non-listed project activity is:
- ☐ An indirect effect not programmatically addressed through the matrix was identified for the following species/ critical habitat:
- ☒ Either a may affect or NLAA CC determination is indicated by the matrix, but due to either the proximity of the project action to potentially suitable habitat or due to the actual scope of the project activities, the action will not affect the following species and a no affect determination has been made (FHWA concurrence required): **River Otter**

☐ **An Individual Project Level Evaluation is NOT required because** all project impacts to species have been Programmatically addressed. New candidate species, newly listed species, or designated critical habitat does not occur in the county of the project. The project will have no affect to all listed species except for the following species, for which a determination of may affect, not likely to adversely affect with standard programmatic conservation conditions applies:

☐ **An Individual Project Level Evaluation is NOT required because** this type of action was categorically excluded from the need for further evaluation through the Species Programmatic Agreement.

☐ **The project requires an Individual Biological Assessment**

☐ **The following standard Conservation Conditions have been modified due to special circumstances (list/explain):**

Listed below are standard Programmatic (including Standard Conservation Conditions for specific species) and non-standard Conservation Conditions that apply to this project. These conditions will be repeated verbatim in the NEPA document, the Green Sheet, and in the contract documents. NDOR District and/or Local government personnel responsible for overseeing the construction of the project will also be provided copies of these measures. These measures are not subject to change without the prior written approval of the Federal Highway Administration:

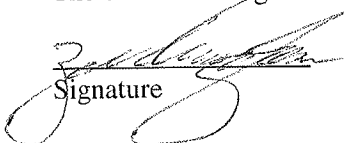
Responsible Party for conservation condition shown in parentheses.

- All permanent seeding and plantings (excluding managed landscaped areas) shall use species and composition native to the project vicinity as shown in the Plan for the Roadside Environment. However, within the first 16 feet of the road shoulder, and within high erosion prone locations, tall fescue or perennial ryegrass may be used at minimal rates to provide quick groundcover to prevent erosion, unless state or federally listed threatened or endangered plants were identified in the project area during surveys. If listed plants were identified during survey, any seed mix requirements identified during resource agency consultations shall be used for the project. (NDOR Environmental)
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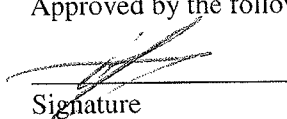
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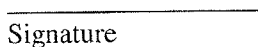
The overall Biological Assessment package was prepared by:

 Zack Cunningham Biologist NDOR 11/19/10
Signature Printed Name Title & Agency/firm Date

Approved by the following qualified NDOR biologist:

 Eric Zach 11/19/10
Signature Printed Name Date

Approved by FHWA Environmental (signature needed when an Individual Project Level Evaluation, modified Conservation Conditions, or Individual BA is required. Any necessary agency coordination is completed after FHWA signature.):

 Raegan Ball
Signature Printed Name Date

Digitally signed by Raegan Ball
DN: cn=Raegan Ball, o=Federal
Highway Administration,
ou=Environmental Specialist,
email=raegan.ball@dot.gov, c=US
Date: 2010.11.24 09:30:51 -0600

Attachments:

- ☒ Species Evaluation Parameter Form
- ☒ Location Map (including boundary of topographic floodplain when applicable)
- ☒ Matrix (listing only the species and activities that apply)
- ☒ LPA Project Information Letter (also known as BE Form)
- ☐ Site Photos (when available)
- ☒ Individual Project Level Evaluation (when applicable)
- ☐ Individual Biological Assessment (when applicable)
- ☐ Other: _____
- ☐ Other: _____
- ☐ Other: _____



**City of Omaha Public Works
Public Information Meeting Summary
120th Street – Stonegate Drive to Roanoke Boulevard
Project No – MAPA-5009(3), OPW-50949
Federal Aid Control Number - 22277**

Summary

A public information meeting was held on January 18, 2011, from 5:30 pm to 7:00 pm at Sunny Slope Elementary School in Omaha, Nebraska. The purpose of the meeting was to communicate to the public the project's purpose and need, display a design concept and solicit public comment. Copies of the displays presented at the meeting are attached herein. The meeting was an informational format with display stations setup around the room. Introductory comments were presented by Steve Kathol (Schemmer) and Jon Meyer (City of Omaha). Forty two (42) members of the public signed in at the meeting. The project team was represented by the following:

Jon Meyer (City of Omaha)
Kirk Pfeffer (City of Omaha)
Dennis Bryers (City of Omaha)
Glenn Hansen (City of Omaha)

Troy Staroscik (City of Omaha)
Steve Kathol (Schemmer)
Shane Swope (Schemmer)

Opening Remarks

A public address system was used for opening remarks. Steve Kathol began the meeting by describing the project's purpose and need, project limits, meeting format, and display station descriptions. Kathol introduced Jon Meyer who made additional introductions of City and consultant staff present at the meeting. Meyer further described the project details including anticipated construction schedule, likely construction phasing scenarios, potential project impacts, and other project details.

Question and Answers

Following the opening remarks, Meyer conducted a question and answer (Q&A) session. The items below were discussed during this session. After the Q&A session, the attendees viewed the meeting displays and were able to ask questions one-on-one with project team representatives.

Question #1: What will happen on 120th Street during construction?

Response #1: Meyer indicated 120th Street would be closed to through traffic north of West Maple and open to traffic south of West Maple during construction. Meyer further explained that left turns would be provided during construction to help accommodate turning traffic at 120th and West Maple. Closing 120th Street north of West Maple will

shorten the construction time, but does add burden to alternate routes. Meyer recommended filling out comment forms to provide feedback regarding traffic phasing proposals.

Question #2: Are trails incorporated into the project?

Response #2: Trails will be included between Old Maple Road and the Big Papillion creek on the east side of 120th Street. This segment of trail is part of the Big Papio Creek trail system. Bryers, representing the City of Omaha Parks and Recreation Department, further explained the current trail terminates south of Heflinger Park and the plan is to make a connection from the existing trail to the new trail along 120th Street. The future trail will pass under West Maple Road and cross Big Papillion Creek to connect to the 120th Street project. The trail will pass under the new 120th street bridge with plans to add trail west along Big Papillion Creek in the future as funds become available.

Question #3: Will Tranquility Park and Keystone Little League have access during construction?

Response #3: Tranquility Park and the Knolls Golf Course are governed by section 6(f), meaning Land and Water Conservation Funds were utilized to purchase the properties in the 1970's. The impacted park land must be replaced at full value somewhere in the City of Omaha. Impacts and replacement of section 6(f) lands are being coordinated with the City of Omaha Parks and Recreation Department. The current plan is to eliminate the southernmost access due to its proximity to West Maple Road. Access to the parks will be maintained at all times during construction.

Question #4: Will traffic be maintained during construction south of West Maple Road?

Response #4: Traffic will be maintained at all times. Typically 2 lanes of traffic are provided while building 2 new lanes. Due to the large volume of vehicles at West Maple Road, a left turn will be provided for turning vehicles and to accommodate trucks during construction.

Question #5: How close will the new roadway be to Keystone Little League? The current road is close and feels unsafe when watching baseball games. Are there any requirements for guardrail or other barriers?

Response #5: Federal and State standards are followed for barrier warrants. This is a federally funded project and those standards will be followed. At this time there are not warrants for additional barrier protection along Keystone property. The existing roadway is a non curbed section and the new roadway will have a 6" curb with a 12.5' setback to back of sidewalk to give out of control vehicles the opportunity to correct and get back on the road.

Miscellaneous Comments from Breakout Session:

Comment #1: One resident near the area recommended/concurred with closing the south access to Tranquility Park. She stated this access is a safety problem with vehicles leaving Tranquility and vehicles stopped on 120th Street trying to turn into this driveway. She has witnessed many near miss rear end accidents due to this driveway.

Comment #2: The owner/operator of Erin Court is concerned about restricted access. He thought this would have a major impact on business. He questioned why we couldn't provide one additional opening in the median at that location. He also had a question if Roanoke Boulevard would have traffic signals soon.

Comment #3: The owner/operator of Keystone Little League described existing drainage issues and is concerned how new drainage will change their property. There is a swale east of Station 541+50 that drains to the roadway ditch, but currently requires ponding before water will outlet. Also pointed out a standing water problem in the outfield to the ROW line at Station 533+00 to 534+00.

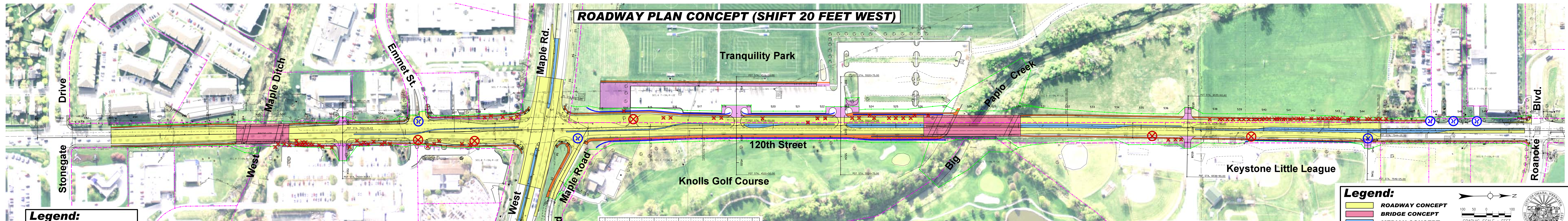
Access during construction and getting traffic in and out at just one drive at the north end of property is also a concern. The busy season for Keystone is April to June with playoffs during June. July is less busy, but still constant traffic in and out during game days. Keystone has some future projects to install sidewalks to all fields and maybe add some retaining walls around some fields.

Comment #4: The owner/operator of Schmidley's Golf range understood the need to remove the trees along his east property line, but wondered about the process for replacing them. His concern was the trees provide a buffer to restrict errant golf balls reaching 120th Street.

Comment #5: The owner/operator of Carstar commented favorably on the proposed project. He had some concerns with traffic during construction.

Comment #6: Several other commuters commented on the proposed project and were in favor of the improvements, especially those south of West Maple Road. Some asked if there was any way to move the project up for earlier construction.

ROADWAY PLAN CONCEPT (SHIFT 20 FEET WEST)



Legend:

- ROADWAY CONCEPT
- BRIDGE CONCEPT
- MEDIAN CONCEPT
- SIDEWALK CONCEPT
- DRIVEWAY CONCEPT
- WALL CONCEPT
- GRADING LIMITS
- EXISTING ROW / PROPERTY LINE
- REMOVE TREE
- CLOSE ACCESS
- RESTRICT ACCESS

Legend:

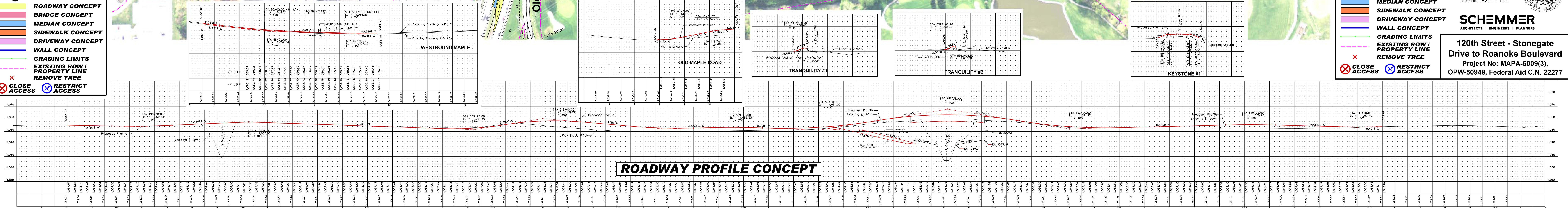
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100 50 0 100
GRAPHIC SCALE : FEET

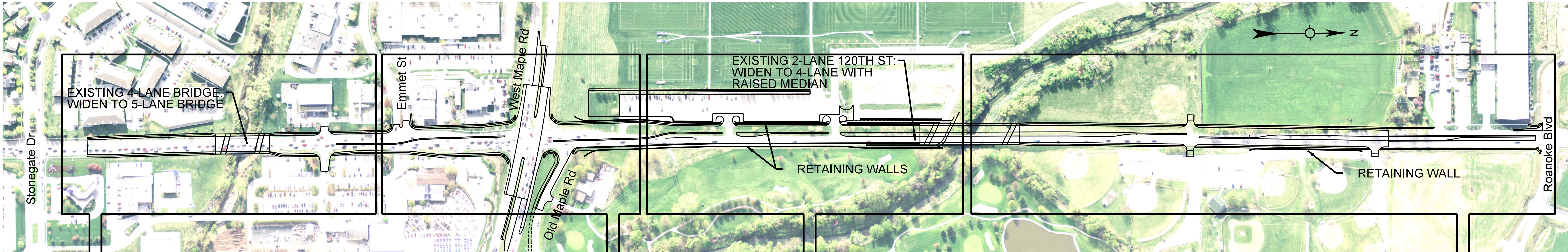
SCHEMMER
ARCHITECTS | ENGINEERS | PLANNERS

120th Street - Stonegate
Drive to Roanoke Boulevard
Project No: MAPA-5009(3),
OPW-50949, Federal Aid C.N. 22277

ROADWAY PROFILE CONCEPT



Typical 120th Street Cross Sections



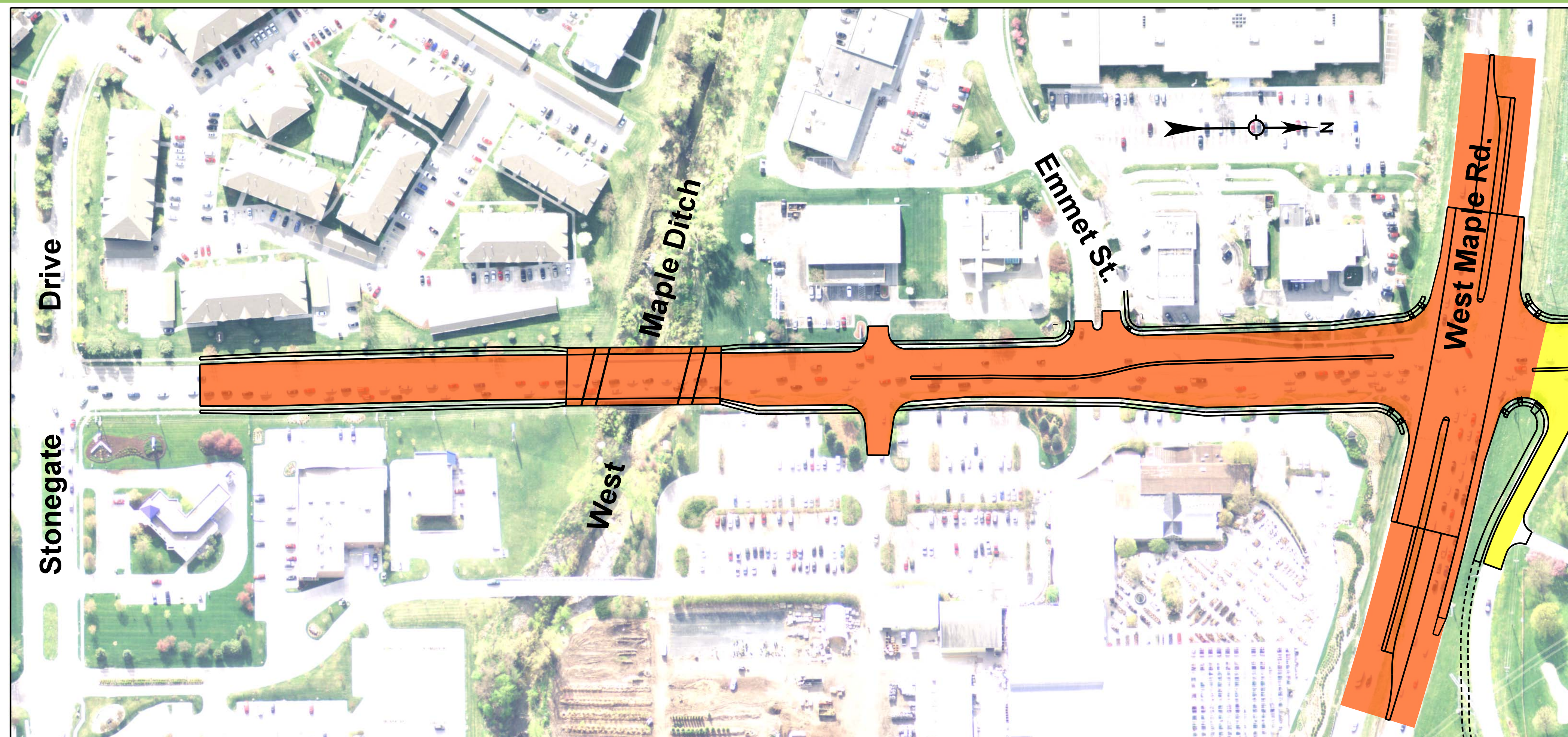
FIVE LANE - TWO WAY LEFT TURN MEDIAN

16 FEET RAISED MEDIAN - WITH RETAINING WALLS

28 FEET RAISED MEDIAN - TWO LEFT TURN LANES
- ONE RIGHT TURN LANE

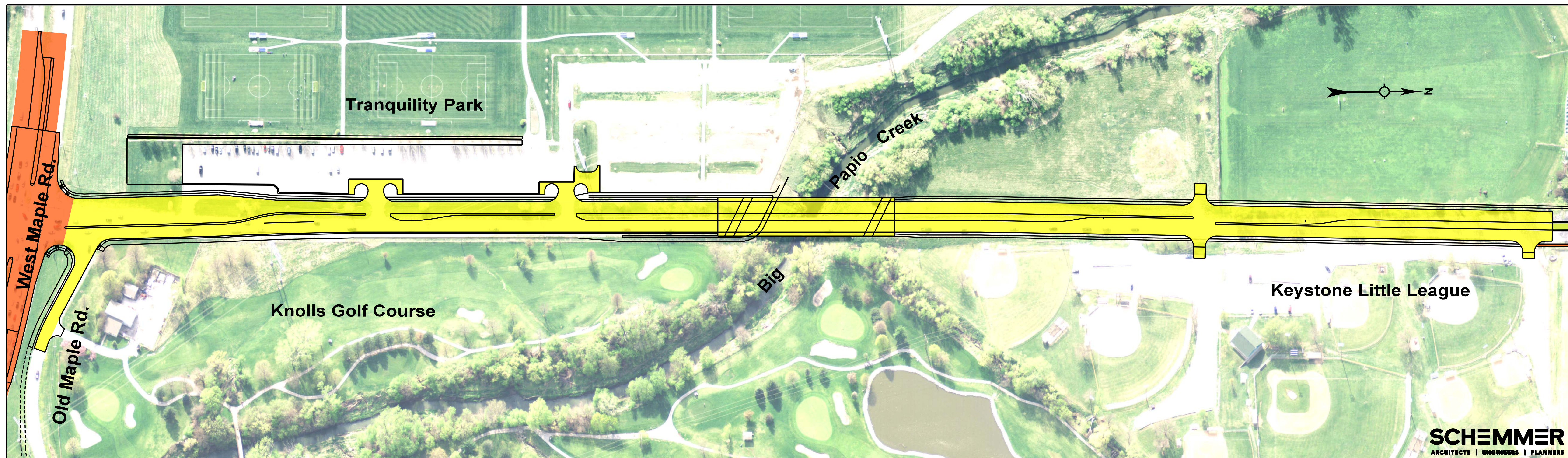
16 FEET RAISED MEDIAN - ONE LEFT TURN LANE

Anticipated Construction Staging



120th Street: Stonegate Drive to West Maple Road
- MAINTAIN 2 LANES of traffic at all times.
- Provide 3-Lanes at West Maple Road.
(1-lane each direction, left turns at 120th Street)

120th Street: Old Maple Rd to Roanoke Blvd
-120th Street/Old Maple CLOSED to thru traffic.
-LOCAL ACCESS will be maintained at all times.



Recreation Area Impacts as a Result of Road Improvement Projects

When federal funds are used to aid in the acquisition or improvement of a recreation area, the land falls under federal protections to ensure the property remains for recreational use

However, when a situation arises where a portion of the land is needed for improvements to roads or highways, the land can be converted.

Two acts provide the guidance for such actions:

- The Land and Water Conservation Fund Act of 1965
- The Department of Transportation Act of 1966

The Land and Water Conservation Fund Act of 1965

Passed by Congress in 1965, the act established the Land and Water Conservation Fund (LWCF), a matching assistance program that provides grants which pay half the acquisition and development cost of outdoor recreation sites and facilities.

Section 6(f) of the Act prohibits the conversion of property acquired or developed with these grants to a non-recreational purpose without the approval of the Department of Interior's National Park Service (NPS).

Section 6(f) directs the NPS to assure that replacement lands of equal value, location and usefulness are provided as conditions to approval of land conversions. Therefore, where a Section 6(f) land conversion is proposed for a highway project, replacement land will be necessary and the National Park Service's position on the land transfer must be documented.

The Department of Transportation Act of 1966

The Department of Transportation Act (DOT Act) of 1966 included a special provision – Section 4(f) – which stipulates the Federal Highway Administration (FHWA) and other DOT agencies cannot approve the use of land from publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property caused by the use.

Section 6(f) and Section 4(f) Properties in the Project Area



Tranquility Park

Tranquility Park is an Omaha city park located northwest of 120th Street and West Maple Road. It is 340 acres in size and has 8 baseball fields, 15 varying sized soccer fields, 2 full size soccer fields at Tranquility Youth Soccer Complex, 24 tennis courts, Moylan Iceplex (2 ice rinks) , hiking/ mountain biking trails, and a tree nursery.

The City has plans to expand the 15 varying sized soccer fields to 17 full size soccer fields adjacent to 120th Street.

Tranquility Park falls under both Section 6(f) and Section 4(f) since funds from the LWCF were used to acquire the land and purchase equipment for the land. Because Tranquility Park is a public recreation area, it falls under Section 4(f) of the Transportation Act.



Knolls Golf Course

The Knolls features rolling bluegrass fairways and bent grass greens just northeast of 120th Street and West Maple Road. The Knolls Golf Course aims to provide golfers a public golf course with a private course setting.

The Knolls Golf Course is city owned and privately managed.

The Knolls Golf Course falls under both Section 6(f) and Section 4(f) since funds from LWCF were used to acquire the land. Because the Knolls Golf Course is a public recreation area, it falls under Section 4(f) of the Transportation Act.



Impact Analysis

This project is evaluating several alternatives that could produce slightly different effects on these recreational areas. The NPS will be consulted on the amount of Section 6(f) land that would be ultimately need to be converted under this process. Under agreement, the value of this land would be assessed and a suitable park addition would be selected. The project will also include a Section 4(f) evaluation to address the DOT Act.

For example, the “Shift 20 Feet West” Alternative has impacts of 2.82 acres to Tranquility Park and 0.13 acres to the Knolls Golf Course.

PUBLIC COMMENT FORM

Improvements to 120th Street From Stonegate Drive to Roanoke Boulevard

We encourage you to express your comments and views on the improvements to 120th Street from Stonegate Drive to Roanoke Boulevard. We are providing this form so that your comments will be directed to the design team for evaluation and consideration in proceeding with the design report. You may either leave the form with us today or mail it to the department at the address provided on the reverse side of this form. Your comments should be mailed within 10 days of this meeting in order to provide timely consideration. Please note if you are affected as a homeowner, business or both.

We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

Telephone Number: _____

☐ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

____ Homeowner along project route

____ Business owner along project route

____ Use route to commute

____ Interested party

Comments: _____

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? _____

Do you feel that the Design Division is coordinating with the public effectively? If no, how can we improve? _____

Contact Information:

City of Omaha
Public Works Department

Jon T. Meyer

Design Division

1819 Farnam Street, Suite 600

Omaha NE 68183

Jmeyer@ci.omaha.ne.us

Ph. 444-4191

Additional Comments:



City of Omaha Public Works
Public Information Meeting - SIGN IN LIST
 120th Street - Stonegate Drive to Roanoke Boulevard
 Project No - MAPA-5009(3), OPW-50949
 Federal Aid Control Number - 22277
 Sunny Slope Elementary

January 18, 2011/5:30-7:00PM:

NAME	ADDRESS	- OPTIONAL -		PHONE NUMBER	E-MAIL ADDRESS
		RACE	GEN- DER		
Kirk Pfeffer	1819 Farnam Street, Suite 600 Omaha NE 68183			444-4911	KPfeffer@ci.omaha.ne.us
Jon Meyer	1819 Farnam Street, Suite 600 Omaha NE 68183			444-4191	jmeyer@ci.omaha.ne.us
Steve Kathol	1044 N 115 th Street, Suite 300, Omaha, NE 68154			493-4800	skathol@schemmer.com
Shane Swope	1044 N 115 th Street, Suite 300, Omaha, NE 68154			493-4800	sswope@schemmer.com
ERNEST J. WESOLOWSKI	13312 WESTWOOD LN 68144	W	M	330-7758	
Paul Neuberger	12903 Camden Ave.	W	M	319-6017	pneuberger@cox.net
ROBANDERSON	15109 SPRAGUE			494-0112	
Margo Richter	11760 Meredith Ave			498-2884	
NICK WEAVER	12936 PATRICK CIR	W	M	402/660-7237	
JEFF ZALESKI	4915 N. 142 ST		M	493-5860	pshorns@cox.net
Tom Ryan	11711 Grand Ave		M	493-2886	
Bernie Kenney	4714 N 120th St ERIN COURT		C	595-3000	ErinCourt@AOL

Public Information Meeting, 120th Street – Stonegate Drive to Roanoke Boulevard, January 18, 2011

NAME	ADDRESS	- OPTIONAL -		PHONE NUMBER	E-MAIL ADDRESS
		RACE	GEN- DER		
Brian Chandler	11673 Sunburst St	W	M	301 878	bolan2635@gmail.com
Simon Chandler	11673 Sunburst St	W	F	305 9797	j1chandler@gmail.com
DAVE NEEF	14701 ERNST ST				dneef@td2co.com
Betty Gray	18760 Rainwood Rd	W	F	498-6249	betty.gray@convergys.com
JAMES LAUREN	4811 N 118th St			813-6610	LUCKIENE1@GMAIL.COM
Marlon Wright	4325 Fort St		M	402-659-1201	
Dan Mulhall	3615 N 120 St				dmulhall@mulhalls.com
Matt Stogge	4700 N 120 St			(402) 968-4039	mstogge@hotmail.com
Dennis E. Byers	Omaha Parks & Recreation 1219 Fernam St, Suk 701			402-444-3998	dbryese.ci@omaha.ne.us
Bob Ketchum	16224 3304 W 120th St	W	M		
FERRY LESSMAN	12128 W 120th St				
Jim Patterson	11730 Meredith St	W	M	660-6601	
DAVE WRIGHT	11920 Miami St				Culversomaha@cox.net
Sean Mulhall	3615 W 120 St	W	M	402-963-0720	smulhall@mulhalls.com
Jim Whitehouse	10828 DeMare Rd Sunnyvale	W		496-1810	
MARLON MINOR	1941 S 42 #117			595-0934	HARMED@AOL.COM

Public Information Meeting, 120th Street - Stonegate Drive to Roanoke Boulevard, January 18, 2011

NAME	ADDRESS	- OPTIONAL -		PHONE NUMBER	E-MAIL ADDRESS
		RACE	GEN- DER		
ROBERT L. RISHOI	11318 FOXLER AVE		M	493-2474	
Shannon Newbauer	6966 N. 107 th Plaz #240		M	672-5006	shannon@keystone.littleleague.com
MARK MARTIN	12075 BINNEY STREET		M		
Richard Buse	3905 N. 119 th St		M	330-4028	Omahengrecox.net
Jack Leonard	4707 N-118 St.		N	402-445-4534	
JOHN FITZGERALD	3005 N. 120 AVE		M	212-9373	
Shawn McGowan	4030 N 116 Ln		F	493 4623	jbromegowan@cox.net
George Wolford	11453 Queens Dr.		M	493-2856	
Rosemary Wolford	11453 Queens Dr		F	493-2856	
SARAH WILLIS	12135 WIRT ST.		M	493-1373	gowillisecox.net
Nicole Oken	3112 N120		F		SevenSalon@hotmail.com
HELEN PEPERSON	11691 ROANOKE BLVD		M	445-0361	
Linda Hitt	11542 Ruggles		F	496-0918	linda.hitt@ops.org
M.K. Maltby	11430 Fewber AVE		M	498-8202	Maltby10cox.net
Margaret Keith	3304 N 120 ST		F	498-9400	mkeith@necostar.com
Trevor Parson	3304 N 120 ST		M	498-9400	tparson@necostar.com
Son Meyer	City of Omaha	Can M		441-4191	smeyer@ci.omaha.ne.us

Public Information Meeting, 120th Street – Stonegate Drive to Roanoke Boulevard, January 18, 2011

[illegible]

PUBLIC COMMENT FORM

Improvements to 120th Street From Stonegate Drive to Roanoke Boulevard

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We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: NICK WEANDER
Address: 12936 PATRICK CIR
City: OMAHA State: NE Zip Code: 68164
Telephone Number: 402/660-7237

☐ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

☐ Homeowner along project route ☐ Business owner along project route
☐ Use route to commute ☒ Interested party

Comments: LOOKS GOOD. LET'S GET IT BUILT

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? REDUCING DELAY ON EB/WB MAPLE
1/2 NB TO EB/WB 120TH

Do you feel that the Design Division is coordinating with the public effectively? If no, how can we improve? YES.

Contact Information:

City of Omaha
Public Works Department
Jon T. Meyer
Design Division
1819 Farnam Street, Suite 600
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Additional Comments:

1. *Introduction*
 2. *Background*
 3. *Methodology*
 4. *Results*
 5. *Discussion*
 6. *Conclusion*
 7. *References*
 8. *Appendix*
 9. *Notes*
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PUBLIC COMMENT FORM

Improvements to 120th Street From Stonegate Drive to Roanoke Boulevard

We encourage you to express your comments and views on the improvements to 120th Street from Stonegate Drive to Roanoke Boulevard. We are providing this form so that your comments will be directed to the design team for evaluation and consideration in proceeding with the design report. You may either leave the form with us today or mail it to the department at the address provided on the reverse side of this form. Your comments should be mailed within 10 days of this meeting in order to provide timely consideration. Please note if you are affected as a homeowner, business or both.

We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: B. H. Cambridge
Address: 15119 Evans St
City: Omaha State: NE Zip Code: 68116
Telephone Number: 616-2001

☒ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

☐ Homeowner along project route ☐ Business owner along project route
☐ Use route to commute ☒ Interested party

Comments: Please Email PDF file of Plan
bcambridge@mulhalls.com

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? _____

Do you feel that the Design Division is coordinating with the public effectively? If no, how can we improve? _____

Contact Information:

City of Omaha
Public Works Department
Jon T. Meyer
Design Division
1819 Farnam Street, Suite 600
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Jon T. Meyer
Design Division
1819 Farnam Street, Suite 600
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Design Division
1819 Farnam Street, Suite 600
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

1819 Farnam Street, Suite 60
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Omaha NE 68183
Jmeyer@ci.omaha.ne.us
 Ph. 444-4191

Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Ph. 444-4191

Additional Comments:

1. Introduction
 2. Background
 3. Methodology
 4. Results
 5. Conclusion
 6. References
 7. Appendix
 8. Index
 9. Glossary
 10. Summary
 11. Abstract
 12. Table of Contents
 13. Figure
 14. Table
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 16. Diagram
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PUBLIC COMMENT FORM

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We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: Betty Gray
Address: 18760 Rainwood Rd
City: Bennington State: NE Zip Code: 68007
Telephone Number: 402-238-5410

☒ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

☐ Homeowner along project route ☐ Business owner along project route
☒ Use route to commute ☐ Interested party

Comments: Thank you for posting signs to tell commuters
of the meeting. Concern that closure
will cause excessive commuter impact as
NorthWest commute ^{time} traffic on Maple & Blondo already
backed up today.

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? Limit closures where possible

Do you feel that the Design Division is coordinating with the public effectively? If no, how can we improve? Yes

Contact Information:

City of Omaha
Public Works Department
Jon T. Meyer
Design Division
1819 Farnam Street, Suite 600
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Additional Comments:

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We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: Trevor Parson
Address: 3304 W 120th St
City: Omaha State: NE Zip Code: 68164
Telephone Number: 402-498-9400

☒ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

☐ Homeowner along project route ☒ Business owner along project route
☐ Use route to commute ☐ Interested party

Comments: I like the concept of the street design
and think it will improve traffic flow.

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? _____

Do you feel that the Design Division is coordinating with the public effectively? If no, how can we improve? _____

Contact Information:
City of Omaha
Public Works Department

City of Omaha
Public Works Department

Jon T. Meyer

Design Division

1819 Farnam Street, Suite 600

Omaha NE 68183

Jmeyer@ci.omaha.ne.us

Ph. 444-4191

Additional Comments:

[The page contains faint horizontal lines, suggesting it was part of a lined notebook or document.]

PUBLIC COMMENT FORM

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We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: GREG PETERSEN
Address: 3304 N 120th St
City: Duluth State: NE Zip Code: 68164
Telephone Number: 402 670 1253

☒ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

☐ Homeowner along project route ☒ Business owner along project route
☐ Use route to commute ☐ Interested party

Comments: _____

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? I like Design. Concerned with how long construction will take. AND impact of poor Access During construction

Do you feel that the Design Division is coordinating with the public effectively? If no, how can we improve? yes

Contact Information:

City of Omaha
Public Works Department
Jon T. Meyer
Design Division
1819 Farnam Street, Suite 600
Omaha NE 68183
Jmeyer@ci.omaha.ne.us
Ph. 444-4191

Additional Comments:

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We appreciate your input. If you would like to provide additional information, please submit your comments on reverse side or additional pages.

PLEASE PRINT ALL INFORMATION

Name: Dan Mulhall Mulhall's Nursery, Inc.

Address: 3615 N 120 ST

City: OMAHA State: NE Zip Code: 68164

Telephone Number: 402-963-0710

☒ Please check the box to the left if you would like to be added to the mailing list.

Check one or more as applicable:

☐ Homeowner along project route

☒ Business owner along project route

☐ Use route to commute

☐ Interested party

Comments: HAVING LIVED WITH THE CONGESTION FOR SOLONG, WE UNDERSTAND THE
COMPROMISES REQUIRED FOR AN EFFECTIVE SOLUTION. WE ARE WILLING TO GIVE
UP TWO OF OUR THREE ACCESS POINTS TO 120TH PROVIDED THE ONE REMAINING
IS LARGE ENOUGH TO ACCOMMODATE THE TRAFFIC OF 26 ACRES OF RETAIL.
FOR BOTH AESTHETIC & SAFETY REASONS WE STRONGLY URGE THAT THE
UTILITY LINES BE BURIED.

What should the Design Division try to accomplish with this roadway project? What should the purpose of this project be? _____

Do you feel that the Design Division is coordinating with the public effectively? If no, how

can we improve? COMMUNICATION HAS BEEN VERY GOOD. STEVE KATHOL AND HIS
TEAM AT SCHEMMER HAVE BEEN VERY PATIENT & PROFESSIONAL
WITH OUR QUESTIONS.

Dan Mulhall 1-19-11.

CONFERENCE NOTES

MEETING DATE: February 24, 2011 **MEETING TIME:** 3:00
MEETING PLACE: COE Wehrspan Field Office
MEETING SUBJECT: USACE – Coordination and pre-application requirements.

SUBMITTED BY:

Shane Swope

In Attendance: Attached list.

Discussion:

Brief introductions were completed and then Jon Meyer introduced himself as the responsible charge (RC) for the city of Omaha on the project.

Project Overview:

Steve Kathol gave a brief overview of the 120th Street project from Stonegate Drive to Roanoke Boulevard. He briefly described the preferred alternative for shifting the roadway 20ft west of the existing centerline and the other alternatives that were investigated. These included a centered alignment and shifting the alignment 40ft west of existing, creating significant impacts to adjacent 6f property.

The bridge over West Maple Ditch will be widened and the bridge over Big Papillion Creek will be replaced with a 300ft structure, which is 100ft longer than the existing structure. The new bridge will be a 3-span bridge with piers located above the ordinary highwater elevation.

H&H Big Papio Creek:

The roadway was modeled for existing and future 100-year hydrologic conditions. The placement of the new Big Papillion Creek bridge was set to provide 1-ft. of freeboard above the future 100-year flood elevation. The roadway was modeled for several different alternatives and ultimately the new roadway profile is set at the 50-year existing flood elevation, which is equivalent to the future 10-year flood elevation plus 0.50ft. The new roadway profile creates higher backwater for events between the 10-year and 50-year events, but provides a no-rise for the 100-year flood. The Papio-Missouri River Natural Resources District has approved the hydrology/hydraulic modeling for the Big Papio Creek.

Wetland & Waters of the U.S. Information:

Wetland Report Determinations:

1. No hydric soils were observed
2. Hydrophytic Vegetation was observed
3. Determination: No wetlands

NDOR Concerns:

Vegetation in the area of samples was hydrophytic. USACE will not accept a “no wetland” call in these cases.

Discussion (continued):

USACE Concerns:

1. No data for Redox included on the data forms.
2. Samples were taken to a depth of 12". Under these circumstances, (sandy soil in sloughing banks) the samples should have been taken to 18" minimum, with depths of 24" not uncommon.
3. No comments for wetted soil and coloration with comparison to the time of year.
4. Soil map review should include UNL historic maps. NRCS County soil maps do not always accurately show hydric soil locations.

John Snowden walked the site and took pictures of possible locations for further investigation. They included areas along the west side of 120th Street from the Big Papillion Creek to the north tie in near Roanoke Boulevard. Specifically, John identified areas along Schmidley's tree lines that looked like possible low areas due to a replaced driveway culvert near Station 537+00 (south end of Schmidley's). He also indicated additional investigation should be completed at the outlet of the existing cross road pipes near 535+00 and the swale going south along the west side of 120th Street to the Big Papio Creek. John indicated these areas could be possible linear wetlands.

John Snowden indicated the ditches along Tranquility Park looked to be free of wetlands.

Tetra Tech will revisit the wetland document based on the new information provided by the USACE.

Outfall structures within the major channels will result in minimal channel impacts to waters of the U.S. and will require Nationwide Permit # 7.

Gabion structures installed in channel near West Maple Ditch might be problematic for new outfall pipes and or temporary working platforms for bridge construction.

All temporary fill placed in the channels must be evaluated for normal and expected high flows. This is to ensure impacts to aquatic life are minimized up to the point where temporary fill is overtopped. For example: No jet flows from temporary culverts during minimal rainfall events. There must also be no-rise for any temporary fill in the channel.

All temporary fill placed within channel shall be non-erodible in nature and will probably be Type B or C riprap.

Any wetland impacts in the channels from bridge construction will be covered under Nationwide Permit # 14 for impacts to areas between 0.1-0.5 acres. If wetland impacts are larger than 0.5 acres, an Individual Permit would be needed.

Nationwide Permit # 33 may be required for temporary construction. Example includes a low water crossing for bridge construction.

Conference Notes

February 24, 2011

TSA Project No. 05538.001

**120th Street-Stonegate Dr to Roanoke Blvd. – C.N. 22277, OPW-50949, MAPA-5009(3), COE
#2008-02446**

Discussion (continued):

USACE further requested the project team make sure all impacts related to the project have been considered (i.e. temporary, permanent, special provision for daily bridge debris cleanup, wetland determination at outlet of all outfall structures). This will ensure everything is covered when the permits are issued.

Distribution: All attendees

If agreements reached/comments made are not as you recall, please return within five days.

Sign-In

John Snowden USACE

Kathy Iske USACE

Shane E Swope Schemmer

Randy Graham TetraTech

Steve Kathol Schemmer

Jon Meyer City

Kirk Pfeffer "

Steve Duecker @ nebraska.gov

Jon Barber NDOR

Pat Kestl City

Jon Wiegand City of Omaha

Gene Weglinski Tetra Tech

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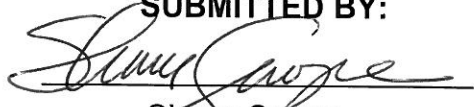
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Gene.Weglinski@tetra.tech.com

CONFERENCE NOTES

MEETING DATE: March 8, 2011 **MEETING TIME:** 1:00 pm
MEETING PLACE: Omaha Public Works, 6N
MEETING SUBJECT: Access along 120th near Roanoke
Boulevard

SUBMITTED BY:

Shane Swope

In Attendance: Attached Attendees List

Discussion:

Project Overview:

Shane Swope gave a brief overview of the design decisions made relative to access near Roanoke Boulevard. It is common practice for reasons of safety and driver expectancy to eliminate, or at a minimum, restrict access near major intersections. In the case of these driveways, it is recommended to restrict full turning movements from the private drives by including a raised median along this stretch. The project provides a continuous raised median section from West Maple Road to Fort Street for roadway improved safety and traffic control.

Todd Pfitzer-City Engineer, included that the project is subject to federal funding and has to follow the guidelines set forth by the Federal Highway Administration (FHWA). For FHWA to approve funding for the project, minimum design standards must be followed. This includes considering the design life of the project 20 to 25 years in the future. Furthermore, the design needs to meet the requirements for the City of Omaha master plan. Ideally major access locations will be provided at one mile intervals, 1/4 mile full access locations, and 1/8 mile right in right out access locations when necessary.

Questions asked by the adjacent property owners, Erin Court, Schmidleys Family Golf Range, The Tennis Club and Soccer Center are presented in **Bold** below:

The Owner/Representative of Erin Court suggested that a 5-lane section south on 120th from Miami to Stonegate is a similar roadway to West Maple thru Roanoke. **Why not build a 5-lane section? Do you think the U-turn will be safer than what is there today?** With a 5-lane section the major incident we see is a courteous driver providing an opening in the left turn queue to allow a vehicle entering the major roadway to pass through. Unfortunately the vehicle entering the major roadway through the "gap" has limited sight distance and creates the most dangerous sideswipe accident. So yes, we believe the U-turn scenario is the best compromise for increasing safety while still providing access to properties close to major intersections.

What does the word "concept" mean on the preliminary plan? What is timeline for construction?

We are currently at the 40% stage of plans. We are progressing through the National Environmental Policy Act (NEPA) process as required by FHWA and NDOR oversight. The first stage was for public information which is why we are meeting with you folks today to understand your concerns and document that public outreach is being conducted. Concerns expressed by the public will become part of the NEPA documentation that must be approved before completing final selection of an alternative and acquiring right-of-way. The FHWA process takes time and the project is currently in the Capital Improvement Plan (CIP) for 2015. It will likely move back a year or two due to available funding.

Discussion (continued):

Mark Lutjeharms discussed existing and future traffic volumes (20 to 25 years in the future) which are required for the federal aid process. Existing traffic is approximately 10,000 vehicles per day and future volumes are anticipated to be 28,000 to 32,000 vehicles per day.

Although there are not indications of accidents today, the increase in traffic volumes will likely create safety issues in the future.

Comparisons were drawn with the future 120th Street roadway and existing traffic volumes seen on West Maple Road at 132nd Street as an example for potential traffic concerns. It was also explained that through-vehicle trips will contribute most of the volume to 120th Street in the future, not destinations along 120th Street.

Methods used by Metro Area Planning Agency (MAPA) for long range volume forecasts are accepted by FHWA and utilizing the future volumes is mandatory for federally funded design projects.

What is the public hearing process going forward from today? What milestones exist for our concerns beyond today? The federal aid process is in flux and not sure what the timeframe will be for future public involvement.

Generally the process to complete the environmental documentation (NEPA):

- About 18 months and hold a Public Hearing at the end of the draft documentation process. To meet FHWA requirements.....
 - ...there will be a prepared statement relating to the roadway improvements.
 - ...a question and answer session that will be recorded and made part of the NEPA documentation.
 - ...the statements and concerns are incorporated into the Public Hearing transcript.
 - ...all information is incorporated into the NEPA documentation.
- Although the city understands the concerns of adjacent property owners, gaining approval of the project from FHWA will likely require maintaining the accesses as currently proposed. The City of Omaha does not want to suggest that these standards may be relaxed only to have the discussion come up again. This is based on experience from previous projects indicating it will not likely change.
- There are many locations in Omaha where similar access issues have been eliminated. These access restrictions improve safety and level of service (LOS) of the roadway, while trying to minimize the inconvenience to adjacent business.
- Any additional concepts that develop due to public concerns will be included in the NEPA documentation.

Why was access to Roanoke Boulevard provided from the west several years ago?

The improvements from Fort Street to south of Roanoke were paid for with private funds. The city of Omaha reviewed and approved the plans and contract documents. The access west of Roanoke was granted because the access already existed to the east. The city of Omaha normally mandates new access locations line up with existing locations where possible. The city provided an example with the Ironwood redevelopment.

To clarify U-turns will be provided at Roanoke Boulevard and the full access provided near Station 537+00 (south end of Schmidley's). Future traffic signals, when warranted, will allow U-turn traffic to utilize the left turn signal phase. U-turns will not be removed once they have been incorporated into the decision document for the NEPA documentation..

Discussion (continued):

Is there possible alternative accesses for these properties? Possible access locations were discussed. 1. Provide a frontage road along Schmidley's. 2. Access along the back side of all properties from Roanoke. 3. Access with frontage near where the access locations are today.

In short the decision was made that any relocated frontage road access would need to be a minimum of 1/8 mile south of Roanoke and would not be feasible due to Schmidley's property impacts. The access from Roanoke behind businesses would provide similar connectivity to the U-turn currently proposed and would have to bridge the existing drainage south of the Roanoke Blvd connection.

Level of Service (LOS) was discussed as a gauge for federal funding. The FHWA would like to see the future roadway with a LOS C to ensure the public benefits from the improvement. The LOS is a grading system from A to F for roadway and intersection function that demonstrates the average delay per vehicle. The delay ranges from less than five seconds for LOS A to greater than one minute for LOS F.

What warrants are anticipated for Traffic Signals?

- Many of the traffic signals in Omaha were installed based on the "Manual on Uniform Traffic Control Devices", a Federal document, which identifies traffic signal warrants.
- For an intersection like Roanoke, with as many as 32,000 vpd in the future, it would only take 100 vehicles during a single hour to satisfy this warrant.
- Other warrants are based on crashes, pedestrians, 4-hour volumes, 8-hour volumes and a few others.

Currently there has not been a traffic analysis conducted at Roanoke Boulevard intersection and a timeframe for when traffic signals may be needed is undetermined. Current plans show a 300ft northbound left turn lane with approximately 350ft available for storage of about 14 vehicles. This was based off of an assumption for traffic volumes using the left and U turn movements.

Will a traffic light be provided at Keystone?

Weekend counts are available and some additional analysis will be conducted for the Keystone full access. Consideration will also include the allowed U-turn at this location. Todd Pfitzer indicated that special situations (Keystone being busy in spring to early summer) make it difficult to include traffic signals since they have to be utilized 24/7 once they are installed. Special investigation at Keystone would be necessary to ensure signals would really be warranted.

Right of Way was previously dedicated to 120th Street from Erin Court and The Tennis Club and Soccer Center. **What is the situation with Schmidley's?** Right of way acquisition is a step in the process and cannot happen until the NEPA document is approved.

As a statement of record, the three owners requested who should be the recipient of a letter sharing their opinions of the project. Jon Meyer, should receive the letter.

Distribution: Jon Meyer, Project File

If agreements reached/comments made are not as you recall, please return within five days.

120th St. Mtg 3/9/11

Attn	Business Phone	email
Jon Meyer	City 402-444-4191	jmeyer@ci.omaha.ne.us
Kirk Pfeffer	City 444-4911	kpfeffer@ci.omaha.ne.us
JOE SKUDLARAK	Tennis Club 522-6001	jskudl@skudlarak.com
Patty Grabow	The Tennis Club 493-3000	pgrabowTTC@aol.com
Matt Stigge	Schmidke's 493-1777	mstigge@hotmail.com
Bernie Kenney	Erwin Court 496-3000	ErwinCourt@AOL
Karl Pfitzer	City 402-444-5226	kpfitzer@ci.omaha.ne.us
Gene Hansen	City of Omaha 402-444-5253	ghansen@ci.omaha.ne.us
Tim O'Bryan	" 402-444-5151	lobryan@ci.omaha.ne.us
Shane E. Swope	Schemmer 402-493-4800	sswope@schemmer.com
Mark Lutjekunns	Schemmer 402-493-4500	mlutj@schemmer.com

CONFERENCE NOTES

MEETING DATE: October 24, 2012 **MEETING TIME:** 10:30am

MEETING PLACE: NDOR – Logistics Building

MEETING SUBJECT: FHWA, City of Omaha - NEPA review

SUBMITTED BY:

Steve Kathol

In Attendance: Attached list.

Discussion:

Kathol began the review meeting by giving a brief overview of the project and primary areas of interest to the NEPA documentation.

FHWA indicated the impacts to Tranquility Park possibly could be a net benefit 4(f) programmatic evaluation because of minor impacts to parking lot. If additional parking can be replaced or added to in other locations within Tranquility Park it will make the programmatic decision easier.

FHWA asked about access to Tranquility Park from West Maple Road and access during construction. Schemmer indicated that traffic would be maintained at all times to the existing parking lots.

FHWA indicated that potential 6(f) replacement property must be included in the NEPA study area.

FHWA asked whether USACE has approved the wetland delineations and impacts.

1. Schemmer indicated that a coordination meeting had been held with USACE and as a result of that meeting the wetland determination was updated.
2. A draft of the updated wetland report was submitted several months ago to USACE and is currently being reviewed.
3. FHWA recommended getting their concurrence as soon as possible.
4. Schemmer also identified a potential wetland mitigation site north of Papillion Creek and west of 120th Street that currently has no function but is located on 6(f) property. FHWA again recommended coordination with USACE and with Nebraska Game and Parks for potential impact to the 6(f) resource.

Schedule: The attached schedule (revised per discussion) was discussed for milestones and reasonableness.

1. FHWA indicated that FONSI should not be referenced on the schedule.
2. A total of four weeks was suggested for NDOR review time.
3. 5 days instead of 1 day for Revised PDEA to FHWA
4. NDOR/FHWA Review Final EA/Errata was suggested as July 1st, 2013
5. FHWA Prepares Decision Document Aug 1st, 2013.

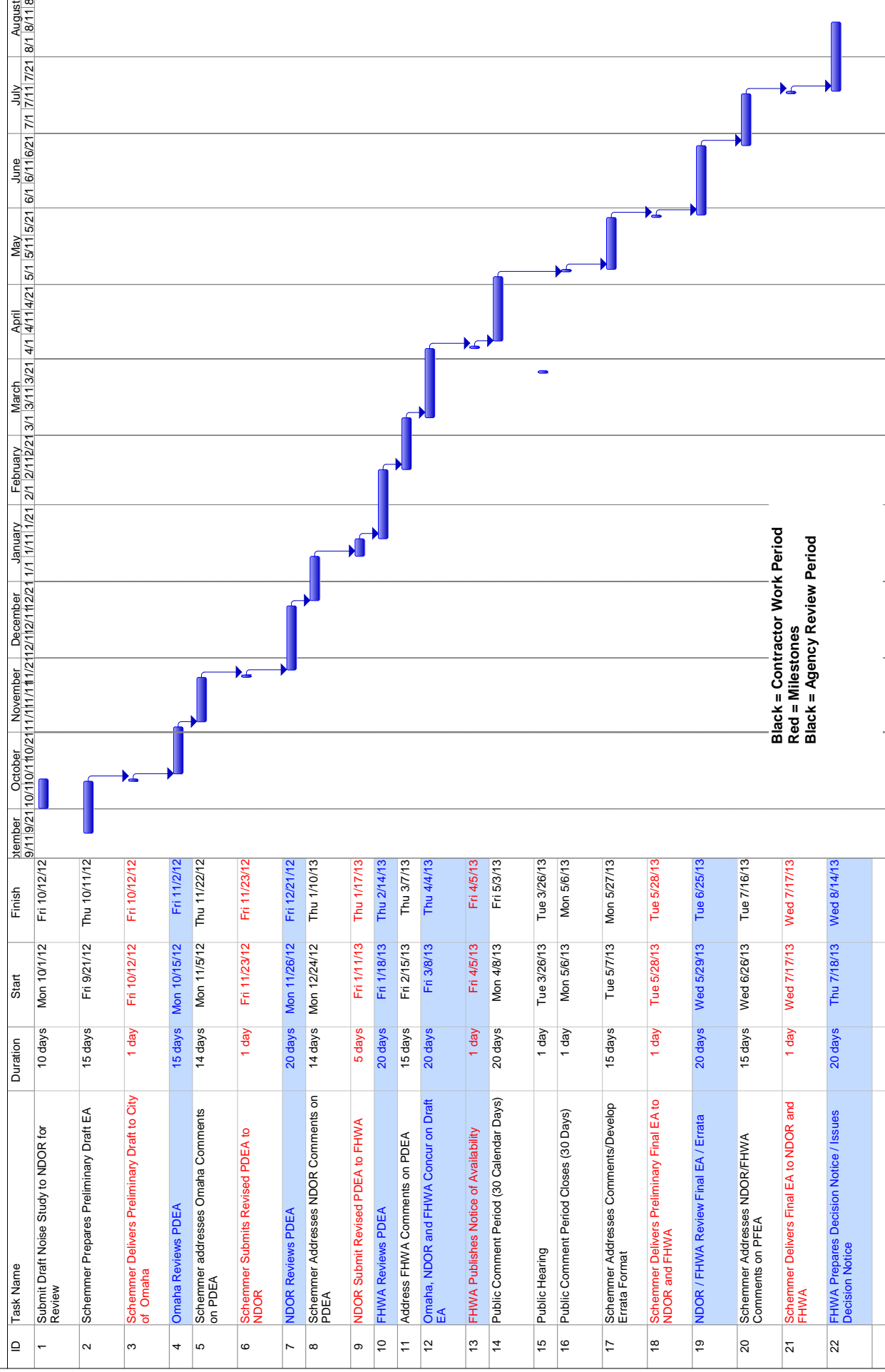
FHWA indicated there should be additional language in plans to account for high volume traffic needs for Keystone Little League tournament times.

A 4(f) determination meeting should be scheduled with Reagan Ball (FHWA).

Distribution: All listed attendees (including Selina Koler and Chris Ansari from Tetra Tech who attended by phone)

If agreements reached/comments made are not as you recall, please return within five days.

120th Street - Stonegate to Fort Street, City of Omaha
Environmental Assessment Schedule
Updated November 1, 2012





Meeting: NEPA Coordination/Scheduling
Date: October 24, 2012
Time: 10:30 a.m.
Location: NDOR

NAME	E-MAIL ADDRESS
1. Steve Kathol	SKathol@schemmer.com
2. Shane Swape	sswape@schemmer.com
3. Jon Barber	Jon.Barber@NEBRASKA.GOV
4. Barney Nelson	barney.nelson@nebraska.gov
5. Tony Dicks	anthony.dicks@nebraska.gov
6. Jon Meyer	jmeyer@ci.omaaha.ne.us
7. FRANK M. RICH	Frank.rich@dot.gov
8. Raegan Ball	raegan.ball@dot.gov
9. Melissa Maufski	Melissa.Maufski@dot.gov
10. Kevin Jones	Kevin.jones@dot.gov
11. Todd Pfitzer	tpfitzer@ci.omaaha.ne.us
12.	
13.	
14.	

CONFERENCE NOTES

MEETING DATE: November 5th, 2012 **MEETING TIME:** 9:30am

MEETING PLACE: 1044 N 115th Street, Schemmer Main
Conference Room

MEETING SUBJECT: 6(f) property review with Nebraska
Game and Parks, City of Omaha

SUBMITTED BY:

Steve Kathol

In Attendance: Attached list.

Action Items that resulted from this meeting:

1. The City of Omaha will provide Schemmer with a copy of the Tranquility Park Master plan for consideration with 120th Street improvements.
2. Schemmer will update ROW as necessary and provide tract maps and legal descriptions of 6(f) property needs so city can begin the appraisal process.
3. Schemmer will inquire with USACE on the status of the updated wetland report.
4. City of Omaha will coordinate the alternatives for 6(f) replacement with Craig Wacker at the Nebraska Game and Parks for preliminary approval.

Discussion:

Kathol began the meeting with a brief overview of the project and primary areas of interest related to the 6(f) property. The overview included a review of possible alternatives, typical sections, and potential impacts to the Tranquility Park parking areas and Knoll's Golf Course based on the 20ft west shifted alternative.

City of Omaha Parks Department provided a brief overview of Tranquility Park and the proposed master plan that will change the parking lots and fields nearest to 120th Street.

1. The proposed redevelopment is currently being considered by Nebraska State Soccer Association. Proposed changes included increasing the size of all fields and expanding fields and parking to the north of the existing locations and also providing parking north and south along the Big Papillion Creek to minimize the walking distance to north fields.
2. An additional access location south of Schmidley's driving range across Big Papillion Creek is in the long range plan to provide more access to the north portion of the park. An existing baseball field near this location was removed because of conflicts with golf balls on the driving range.
3. Plans also call for a new lake towards the north end of the property adjacent to the caretaker's property.
4. An existing nursery was identified on the Tranquility property as a possible place to mitigate tree losses on Tranquility Park. The concept is to not replace trees that are impacted with the 120th Street project because of the future park redevelopment. Rather, bank the trees that are impacted to be replanted at a future time.

City of Omaha identified several locations as possible mitigation sites for 6(f) property.

1. The first area identified was south of Military Road and east of 132nd Street. Several parcels of land in this area have been identified in long range plans as a future expansion of Tranquility Park. Currently Tranquility Park extends north of Fort Street and west of Big Papillion Creek. There is also a wetland banking area between the Tranquility Park and the future expansion.
2. A second location identified by City was north of Democracy Park east of 90th Street. This 6(f) acquisition would add land for extension of Keystone Trail. The master plan for Keystone shows a continued extension of the trail to Blair High Road and eventually to Somerset Park. The piece north of Democracy Park is a critical area that would provide a corridor for that continued extension.

Conference Notes

6(f) property review with Nebraska Game and Parks, City of Omaha

TSA Project No. 05538.001

Page 2

Discussion (continued):

3. A final alternative that was briefly discussed was replacing Miller's Landing on the Iowa side of Carter Lake. This alternative is documented, but all attendees agreed this might be a long shot due to crossing Nebraska/Iowa state line.

The 6(f) mitigation locations were discussed among meeting attendees. The size of the parcels were discussed, current assessed values, current owners, and possible future land use of the acquired parcels.

6(f) Mitigation Discussion

The land being impacted and replaced must be appraised by an authorized appraiser and must be replaced in value. Ideally impacted property would be mitigated within the vicinity of the impact.

Although Nebraska the Nebraska Game and Parks administers the Land & Water Conservation Funds (LWCF), the National Park Service will have to approve the replacement property.

An environmental assessment (EA) will be required on the replacement property. If the project and impacted 6f property are part of a federally funded project with NEPA requirements it will fulfill the EA requirements of the Nebraska Game and Parks as well.

The Tranquility Park 6(f) property was part of 10 properties in Nebraska first acquired in 1966.

In combination with a formal appraisal of the impacted 6(f) property and potential replacement land, reasonable alternatives should be developed for consideration by the Nebraska Game and Parks.

The Game and Parks will want to see that there is a proposal for future development on the acquired land and it will be part of the agreement to ensure the land is useable as a recreational property after some established time of the conversion.

6(f) property that is mitigated adjacent to an existing park will likely result in the conversion of the entire park to 6(f) land. Not just the area that was added to mitigate 6(f) losses.

In reference to the possible mitigation at 132nd and Military Road, the Game and Parks had no objection to removing land adjacent to Military Rd. to allow for the future roadway widening without impacts to 6(f) land. The Game and Parks reiterated they have no concern with how the property is divided up once it is acquired so long as the land identified as 6(f) meets the value of the 6(f) land being impacted.

Game and Parks indicated that several parcels could be added together to get the total replacement value if necessary.

The Game and Parks did not have significant concerns based on the impacts we are proposing. The impacts to Tranquility are not changing the intended land use.

Approval time for Game and Parks following submittal of 6f replacement alternatives is about one month.

The purchase of 6(f) property will need to be communicated to the public. A City council meeting or similar public forum would suffice as recognizing the land purchase.

Discussion (continued):

The right-of-way acquisition process will take 18 months to two years. Based on current schedule right-of-way appraisal and acquisition would need to begin in late 2014 to early 2015.

Other Discussion:

The potential wetland mitigation site was discussed north of Big Papillion Creek and 120th Street. The triangular shaped piece of land is currently not used for any specific activity. The Game and Parks indicated so long as access is maintained (pedestrian or vehicular) that converting a portion of this area to wetland would not be considered a 6(f) impact.

A short discussion on right-of-way needs resulted in the following approach. ROW will be acquired to one foot beyond sidewalks and three feet beyond face of retaining walls. Permanent easement will not be acquired from Tranquility Park for reasons of drainage structures or other permanent roadway items. It was determined that the City of Omaha owns the land and the installation of drainage structures does not permanently change the use of the 6(f) land.

The proposed wetland mitigation idea will need to be confirmed as a viable option by the USACE.

The City of Omaha is currently working on plans for wetland and stream mitigation sites and if the USACE determines that mitigation on Tranquility Park property is not appropriate, then the banking site might be the next option.

The proposed pond/lake that is part of Tranquility Park's master plan was also discussed as a possible location that may be available for wetland mitigation. Pending the exact location of the pond/lake, the area might be within the area of investigation of the NEPA document.

Distribution: All attendees

If agreements reached/comments made are not as you recall, please return within five days.



SCHEMMER

ARCHITECTS | ENGINEERS | PLANNERS

Meeting: 6(f) Coordination
Date: November 5, 2012
Time: 9:30 a.m.
Location: Schemmer

NAME	E-MAIL ADDRESS
1. <i>Don Meyer</i>	<i>dmeyer@ci.omaha.ne.us</i>
2. <i>Craig Wacker</i>	<i>craig.wacker@nebraska.gov</i>
3. <i>Tom Lund</i>	<i>TLund@ci.omaha.ne.us</i>
4. <i>Shane Swope</i>	<i>sswope@schemmer.com</i>
5. <i>Dennis E. Bryers</i>	<i>dbryers@ci.omaha.ne.us</i>
6. <i>Steve Kathol</i>	<i>SKathol@schemmer.com</i>
7.	
8.	
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10.	
11.	
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14.	



November 14, 2012

Steve Kathol
1044 N 115th Street, Suite 300
Omaha, Nebraska 68154

Subject: Recommendation for Use of Programmatic Section 4(f) Evaluation for the 120th Street – Stonegate to Fort Street Project

Dear Steve:

Tetra Tech, Inc. (Tetra Tech) has reviewed the various permitting options offered by the Federal Highway Administration (FHWA) for impacts to Section 4(f) properties applicable to the 120th Street – Stonegate to Fort Street Project (Project) including: Programmatic Evaluations; Determination of De Minimis Impacts; and Individual Evaluations. Based on our review, we are recommending use of the FHWA Programmatic Section 4(f) Evaluation, *Final Nationwide Section 4(f) Evaluation and Approval for Federally-Aided Highway Projects with Minor Involvements with Public Parks, Recreation Lands, Wildlife, and Waterfowl Refuges*, for the Project.

The requirements related to the Programmatic Section 4(f) Evaluation for Projects with Minor Involvement are provided below, along with an explanation applicable to the Project.

1. The proposed project is designed to improve the operational characteristics, safety, and/or physical condition of existing highway facilities on essentially the same alignment.

The purpose of the Project is to ease traffic congestion and driver delays while improving safety along 120th Street. The Project would be constructed on the existing 120th Street alignment, shifted approximately 20 feet to the west.

2. The Section 4(f) lands are publicly owned public parks, recreation lands, or wildlife and waterfowl refuges located adjacent to the existing highway.

There are two Section 4(f) properties within the Project area: Tranquility Park and the Knolls Golf Course. Tranquility Park is a publically owned park, owned by the City of Omaha, located immediately adjacent on the west side of 120th Street north of West Maple Road. The Knolls Golf Course is a publically owned golf course owned by the City of Omaha located immediately adjacent to 120th Street on the east side, north of West Maple Road.

3. The amount and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or in part, for its intended purpose. The total amount of land to be acquired shall not exceed 1 percent of the site for properties greater than 100 acres in total size.

Approximately 2.2 acres of Tranquility Park (0.65 percent of the total park acreage) would be acquired for the Project right-of-way (ROW). The impacts to Tranquility Park would occur within the existing parking. The amount and location of the land to be used for the Project would not

Tetra Tech

4900 Pearl East Circle, Suite 300W, Boulder, Colorado 80301

Tel 303.447.1823 Fax 303.447.1836 www.tetrattech.com

impair the use of the park's baseball fields, soccer fields, or tennis courts.

Approximately 0.1 acre (0.07 percent of the total acreage) of the Knolls Golf Course would be acquired for the Project ROW. The Project was designed to minimize impacts to the golf course to the extent feasible, but portions of two fairways would be impacted south and north of Big Papillion Creek. The very small amount and location of the land to be used by the Project will not impair the use of the golf course.

4. The proximity impacts of the Project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.

The Section 4(f) resources, Tranquility Park and Knolls Golf Course, would not be impacted by their proximity to the Project. Both properties were established and have existed in their current location adjacent to the road. Minor impacts to access and from noise could occur during construction, but would not impair the use of the park and golf course for their intended purpose. Access to Tranquility Park would be maintained at all times during construction, and there is no access to the Knolls Golf Course off of 120th Street.

5. For projects using land from a site purchased or improved with funds under the Land and Water Conservation Fund Act (LWCA), coordination with the appropriate Federal agency is required to ascertain the agency's position on the land conversion transfer.

The development of Tranquility Park was partially funded by Section 6(f) of the LWCA. A Section 6(f) conversion proposal will be developed for the Project upon location of a replacement property. The conversion proposal will be submitted to the Nebraska Game and Parks Commission (NGPC) and then to the National Park Service (NPS) for concurrence.

6. The Programmatic Evaluation does not apply to projects for which an Environmental Impact Statement (EIS) is prepared.

An Environmental Assessment (EA) is expected to be sufficient for the Project. At this time, it is expected that a Finding of No Significant Impact (FONSI) determination can be made and an EIS will not be required for the Project.

7. The Programmatic Evaluation does not apply if a feasible and prudent alternative is identified. Each of the following alternatives must be fully evaluated: Do Nothing Alternative; Improvement without using the Adjacent Section 4(f) Lands; and Alternatives on New Location.

Do Nothing Alternative – The Do Nothing Alternative is not feasible and prudent because it would not correct the existing capacity deficiencies or safety hazards, and not providing the improvements would constitute a community impact greater than the proposed use of the Section 4(f) lands.

Improvements without Using the Adjacent Section 4(f) Lands – It is not feasible to avoid Section 4(f) lands by roadway design or transportation system management techniques because the Section 4(f) lands occur on both sides of the existing alignment in the same location, and therefore a shift that avoids both properties is not possible and a shift to avoid one property would significantly impact the other property. A bridge that spans the properties would result in a substantially increased roadway cost, and may not eliminate impacts entirely.

Alternatives on New Location – It is not feasible to avoid Section 4(f) lands by constructing on new alignment because the new location would not solve existing transportation and safety

problems and would result in substantial adverse social and economic impacts from disruption of established patterns. The new location would also substantially increase costs.

In addition to the requirements described above for use of the Programmatic Evaluation for Projects with Minor Involvement, the officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the Project on, and the proposed mitigation for, the Section 4(f) lands. Tetra Tech is seeking concurrence from the City of Omaha on the assessment of impacts described above. The mitigation for the Project has not yet been developed, but the measures taken to minimize harm will need to be fully evaluated in an amendment to this letter or a similar document, in order for FHWA to consider approval of the Programmatic Evaluation for the Project.

Sincerely,
Tetra Tech



Selina Koler
Project Manager

From: Kathol, Steve <skathol@schemmer.com>
Sent: Wednesday, October 02, 2013 8:30 AM
To: Ansari, Chris; Kaiser, Genevieve
Cc: Swope, Shane
Subject: FW: 22277, 120th Street - Stonegate to Roanoke, Section 6f Evaluation

Chris and Genevieve:

See direction from Jill below regarding the 6(f) document.

Also, what is the status of the Haz Mat memo?



Steve D. Kathol, P.E., S.E.
Principal

888.877.8127
SCHEMMER.COM



From: Thomann, Jill [mailto:jill.thomann@nebraska.gov]
Sent: Wednesday, October 02, 2013 10:03 AM
To: Meyer, Jon; Kathol, Steve; Swope, Shane; tlund@ci.omaha.ne.us
Cc: Barber, Jon
Subject: 22277, 120th Street - Stonegate to Roanoke, Section 6f Evaluation

Good morning:

Craig Wacker from the Nebraska Game and Parks Commission has reviewed the Section 6(f) Evaluation for 120th Street in Omaha and said everything looks good.

Please include the 6(f) Evaluation in the Draft EA document.

If you have any questions, please contact me at your earliest convenience.

Thanks,
Jill Thomann

Hwy Environmental Specialist
Nebraska Dept of Roads
1400 Highway 2
Lincoln, NE 68509
Phone: (402)479-3567
jill.thomann@nebraska.gov



Nebraska Department of Roads

Memorandum

Planning and Project Development
Highway Environmental Program Dept.

Date: October 21, 2013
To: Melissa Maiefski, FHWA
From: Jon Barber, NDOR
Subject: **Section 4(f) Programmatic Evaluation**
Project Name: 120th Street – Stonegate to Fort Street
Project Number: MAPA-5009(3)
Control Number: 22277

Projects with Minor Involvement – 23 CFR 774.3(d)

The 120th Street Improvement Project (the Project) in the City of Omaha would expand the roadway to accommodate additional lanes from Stonegate Street to Roanoke Boulevard. The Project would shift the current alignment 20 feet west and would replace the bridge over Big Papillion Creek. The proposed Project is being developed as a federal-aid project with the Federal Highway Administration (FHWA) as the lead federal agency.

Under the Preferred Alternative, the Project would impact two Section 4(f) resources: Tranquility Park and Knoll's Golf Course. Tranquility Park is located west of 120th Street and Knoll's Golf Course is east of 120th Street.

Approximately 7.5 acres of the 340 acre Tranquility Park would be impacted, and 2.35 acres of the 7.5 would be acquired for Project ROW. The remaining acreage would be within the temporary limits of construction and would not be permanently altered by the Project. Both the temporary and permanent impacts to the park would occur within the existing parking lot. The south access would be eliminated, but two new access points would be constructed off of 120th Street. Access to Tranquility Park from West Maple Road would be maintained using existing roads and temporary roads throughout the construction period, although 120th Street would be closed to through traffic. No long-term impacts would occur to the existing sports fields or park amenities, and park users would be able to access park facilities throughout construction.

Approximately 1.9 acres of the 250 acre Knoll's Golf Course would be impacted, and 0.1 acres of the 1.9 would be acquired for permanent project ROW. Both the temporary and permanent disturbance would occur along the eastern edge of the golf course. The Project was designed to minimize impacts to the golf course to the extent feasible, but portions of two fairways would be impacted south and north of Big Papillion Creek. There is no access off of 120th Street to the golf course; therefore access would not be impacted by the project. The permanent changes that

would occur in these areas would not affect the layout of the fairways nor would they impair the public's ability to play these two holes.

The Preferred Alternative would minimize the effects of the Project on the Section 4(f) resources within the Study Area, as compared to the other alternatives evaluated. There is no feasible and prudent alternative which avoids the use of these Section 4(f) resources.

Mitigation Measures:

- All disturbed areas would be reseeded per the park/golf course design;
- The affected parking stalls at Tranquility Park would be replaced on site;
- All temporary easements would be restored; and
- The Project has committed to maintaining park access throughout the construction period.

The City of Omaha (Project Sponsor) recently obtained concurrence from the Omaha Parks, Recreation, and Public Property Department (Official with Jurisdiction) on October 16, 2013 over the Section 4(f) resources regarding 23 CFR 774.3(d) – Programmatic Evaluation (please see provided attachments).

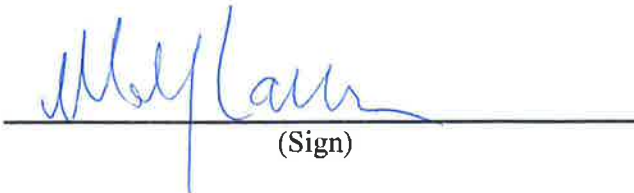
NDOR recommends the project qualifies for a Section 4(f) Programmatic Evaluation for Projects with Minor Involvement and hereby request concurrence from FHWA by signature below.

Sincerely,



Jon C. Barber
Hwy Environmental Program Manager
Planning and Project Development
Nebraska Department of Roads

FHWA concurs that the 120th Street Improvement Project in the City of Omaha is an action which qualifies for Section 4(f) Programmatic Evaluation for Projects with Minor Involvement.


(Sign)

11-4-13
(Date)

FEDERAL AID PROJECT NUMBER: MAPA-5009(3)
NDOR CONTROL NUMBER: C.N. 22277
CITY OF OMAHA PROJECT NUMBER: OPW 50949

120TH STREET- STONEGATE TO FORT STREET
CITY OF OMAHA
DOUGLAS COUNTY, NEBRASKA

SECTION 4(f) PROGRAMMATIC EVALUATION FOR PROJECTS WITH MINOR INVOLVEMENT

Submitted Pursuant to 49 USC 303 and 23 CFR 771

To

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY
ADMINISTRATION

By

CITY OF OMAHA *AND* NEBRASKA DEPARTMENT OF ROADS

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Figure 1. Study Area Location Map

Figure 2. Preferred Alternative

Figure 3. Temporary and Permanent Disturbance of Section 4(f) Properties

LIST OF ACRONYMS AND ABBREVIATIONS

CFR	Code of Federal Regulations
DOT Act	Department of Transportation Act of 1966
DOT	Department of Transportation
EA	Environmental Assessment
EIS	Environmental Impact Statement
FHWA	Federal Highway Administration
LOS	Level of Service
LWCA	Land and Water Conservation Act
MAPA	Metropolitan Area Planning Agency
MSE	Mechanically Stabilized Earth
NDOR	Nebraska Department of Roads
NGPC	Nebraska Game and Parks Commission
NPS	National Park Service
Project	Proposed 120 th Street improvement project
ROW	Right-of-way
Schemmer Study Area	Schemmer Associates Environmental Study Area extending from Stonegate Drive (800 feet south of the construction limits at Emmet Street) to Fort Street (approximately 0.25 mile north of the construction limits at Roanoke Boulevard) and approximately 2,600 feet wide.
USACE	United States Army Corps of Engineers
USC	United States Code

I. INTRODUCTION

The following Section 4(f) Programmatic Evaluation for Projects with Minor Involvement discusses the proposed improvement of 120th Street from approximately Stonegate Drive to Roanoke Boulevard in the City of Omaha, Nebraska. The proposed improvement would include, among other things, widening the right-of-way (ROW) to accommodate additional lanes and the replacement of a bridge over Big Papillion Creek. The proposed 120th Street Project (hereafter referred to as 'Project') is being developed as a federal-aid project with Federal Highway Administration (FHWA) as the lead federal agency.

Compliance with the Section 4(f) process requirements is important to the successful implementation of the Project. There are two Section 4(f) resources that would be impacted by the Project: Tranquility Park and Knoll's Golf Course. The Project would not impact any wildlife or waterfowl refuges, or any known archaeological or historical properties. Appropriate planning has been conducted and appropriate measures have been followed to minimize harm and to preserve the recreational features and values of these resources. However, avoiding Section 4(f) lands by roadway design or transportation system management techniques or construction of a new alignment would not be feasible in implementing the Project.

Permitting options offered by the FHWA for impacts to Section 4(f) properties applicable to the Project include: Programmatic Evaluations; Determination of De Minimis Impacts; and Individual Evaluations. The purpose of this Section 4(f) Evaluation is to document information needed by the FHWA to make a decision regarding the appropriate permitting option for disturbance of the two Section 4(f) resources: Tranquility Park, and Knoll's Golf Course.

II. PROPOSED PROJECT

The proposed Project is located in northwestern Omaha between Stonegate Drive and Roanoke Boulevard along 120th Street in Township 15 North, Range 12 East, Sections 5, 6, 7, and 8, in Douglas County, Nebraska (**Figure 1**). The Project is located on the outskirts of Omaha, immediately north of the Woodlyn Park neighborhood in a relatively urban area. The Environmental Study Area (Study Area) for the Project extends from Stonegate Drive (800 feet south of the construction limits at Emmet Street) to Fort Street (approximately 0.25 mile north of the construction limits at Roanoke Boulevard) and is approximately 2,600 feet wide along most of the route.

Proposed Project (Preferred Alternative)

The Project includes modifications to 120th Street between the southern terminus, Stonegate Drive, and the northern terminus, Fort Street (**Figure 2**). For descriptive purposes the Project is divided into three sections: the urban section of roadway south of West Maple Road, the rural section of roadway north of West Maple Road, and the rural roadway north of Big Papillion Creek.

South of West Maple Road

The Project would begin approximately 200 feet north of Stonegate Drive. The road would be paved with concrete. The existing four lane urban curb and gutter roadway through the bridge over West Maple Ditch would be improved to a four lane urban section (with curb and gutter) adding a 12-foot two-way-left-turn-lane median. New storm sewers would be installed to collect and carry storm water runoff. The existing bridge over West Maple Ditch would be widened to

accommodate the 62-foot-wide five lane roadway. Two 7-foot sidewalks would be provided on each side of the widened bridge to connect to the existing sidewalks. The existing substructure would be extended to support newly constructed superstructure under the widened section. New closed concrete barrier railings would be installed on each side and the end railing sections would be sloped per urban design standards in lieu of guardrail protection. The existing bridge deck would be milled and overlaid with concrete.

Approximately 300 feet north of the bridge over West Maple Ditch the roadway would transition to a 68-foot-wide four lane divided roadway section with raised median to channelize the approaches to the 120th Street and West Maple Road intersection. This section would immediately transition into an 80-foot-wide four lane divided roadway with dual left turns for the north and south approaches through the West Maple Road corridor. To further upgrade the roadway south of West Maple Road, the median opening at Emmet Street would be removed. This would convert Emmet Street to a right-in-right-out access and close the access to Mulhall's on the east side of the roadway. A new primary access to Mulhall's would be provided 300 feet south where an existing secondary access to Mulhall's already exists. Removing the left turn at Emmet Street into Mulhall's would improve the safety and function of 120th Street for southbound traffic given the proximity to West Maple Road. Due to the restricted movements at Emmet Street, a permitted U-turn movement would be allowed for northbound traffic on 120th Street at West Maple Road. This would provide access to the properties along the west side of 120th Street. An additional lane is proposed from Emmet Street to West Maple Road to provide additional U-turn width and right turn storage for southbound traffic approaching Emmet Street. Sidewalks, five-foot-wide, would be provided on both sides of the roadway and bridge south of West Maple Road. One lane of traffic in each direction would be maintained during construction within this segment.

North of West Maple Road

Improvements to West Maple Road would include modifications to the profile grade to provide proper design speed and comfort criteria for all four approaches to the intersection. West Maple Road would have approximately 250 feet of improvements east and west of the intersection with 120th Street. The improvements would include lengthened dual left turn lanes. One lane of traffic in each direction along West Maple Road would be maintained during construction within this segment.

The two lane existing rural roadway section would be upgraded to a four lane divided urban roadway with concrete paving and curb and gutter. New storm sewers would be installed to collect and carry storm water runoff. Approximately 300 feet north of West Maple Road, 120th Street would transition from an 80-foot-wide four lane divided roadway with dual left turns to a 68-foot-wide four lane roadway with a 16-foot raised median. The section of roadway from West Maple Road to the bridge over Big Papillion Creek would incorporate mechanically stabilized earth (MSE) walls on both sides of the roadway, approximately two feet beyond the back of sidewalk. The walls are included to minimize the impacts to recreational properties that exist on both sides of 120th Street through this area. A 10-foot pedestrian trail is proposed along the east side of 120th Street from West Maple Road to Big Papillion Creek, where the trail would pass under the Big Papillion Creek Bridge and continue west tying into the parking lot of Tranquility Park. The trail along 120th Street is part of the City of Omaha Parks and Recreation trail system. Access management through this stretch includes reducing Old Maple Road access to a right-in-right-out and eliminating the south access for Tranquility Park. Two access locations would be maintained for Tranquility Park a safe distance from the 120th Street and West Maple Road intersection. The Preferred Alternative provides sufficient space along 120th Street and beneath

the bridge over Big Papillion Creek to accommodate the proposed trail within the permanent limits of construction of the project. The existing bridge over Big Papillion Creek would be removed and replaced with a longer and wider bridge to accommodate the widened roadway cross-section. Two 7-foot clear sidewalks would be provided on each side of the new bridge.

The longer bridge length is required to accommodate hydraulic requirements of Big Papillion Creek. Channel improvements would be accomplished by excavating and benching the existing channel above the ordinary high water level, upstream and downstream of the bridge. Concrete riprap would be used to stabilize the creek banks and provide scour protection adjacent to the bridge. Bridge piers would be constructed by use of a cofferdam. New closed concrete barrier railings would be constructed on each side of the new bridge and guardrail protection would be provided on each end. New storm sewers would be outlet into Big Papillion Creek. Energy dissipation structures would be used to reduce water velocity and prevent stream bank erosion.

North of Big Papillion Creek

120th Street north of Big Papillion Creek to approximately Roanoke Boulevard would consist of a 68-foot-wide four lane divided urban roadway with a 16-foot wide raised median. An existing five lane urban section south of Roanoke would be modified to include a raised median to provide consistency for the 120th Street typical section and channelization approaching Roanoke Boulevard. MSE walls would be used adjacent to the Keystone Little League property to minimize impacts to ball fields and circulating roadways.

Access would be managed to improve safety along this stretch of roadway. Currently, Keystone Little League has three access locations along the east side of 120th Street. Access locations would be reduced to two and repositioned to maintain circulatory needs within parking areas. The existing access locations for properties on the west side of 120th Street would be maintained in their current locations but would be restricted to right-in-right-out due to the proximity to Roanoke Boulevard. To accommodate northbound traffic accessing the businesses on the west side of 120th Street, the southwest return of Roanoke Boulevard and 120th Street would be modified to allow U-turn movements. Through traffic would be detoured during construction of the segment north of West Maple Road to just south of Roanoke Boulevard with detours via 132nd Street and/or 108th Street. One-lane of local traffic would be maintained during construction to provide access to drives of adjacent properties along 120th Street.

III. DESCRIPTION OF SECTION 4(F) RESOURCES

The Section 4(f) of the Department of Transportation (DOT) Act of 1966 protects publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historical sites from changes in land use. Specifically, Section 4(f) stipulates that the FHWA and other DOT agencies cannot approve the use of land from these areas unless the following conditions apply:

- There is no feasible and prudent alternative to the use of land.
- The action includes all possible planning to minimize harm to the property resulting from use (49 United States Code [USC] 303[c]).

A 'use' of a Section 4(f) resource, as defined in 23 Code of Federal Regulations (CFR) 774.17, occurs: (1) when land is permanently incorporated into a transportation facility, (2) when there is a temporary occupancy of land that is adverse in terms of the statute's preservationist purpose, or (3) when there is a constructive use of land. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from the Section 4(f) resource,

but the project's proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired.

There are two Section 4(f) resources within the Study Area that fall within these protected categories: Tranquility Park and Knoll's Golf Course, which are publicly owned parks/recreation areas. The Study Area does not contain wildlife or waterfowl refuges or any known archaeological or historical properties protected by Section 4(f) of the DOT Act. There is a little league baseball facility and a driving range within the Study Area, but they are privately-owned and not considered 4(f) resources. Keystone Little League owns the 20.323-acre baseball facility on the east side of 120th Street just north of the bridge over Big Papillion Creek. Improvements on this property include ball fields and a 2,450.3 square foot restroom and concession facility built in 1981, and a 2,700 square foot storage building, built in 1980. Direct access to the ball fields and concession is from 120th Street, with additional access from Roanoke Blvd. Schmidley's LLC, owns the 15.1-acre driving range facility on the west side of the street, across from the little league ball fields. Improvements on the property include a 2,880 square foot retail store built in 1972 with a garage and a utility building and a 1,800 square foot storage warehouse built in 1986 with two additional utility buildings. It is open to the public for golf practice and driving range with access off of 120th Street.

Tranquility Park is located west of 120th Street north of West Maple Road and is owned by the City of Omaha. It is a 340-acre park with eight baseball fields, 17 soccer fields, and 24 tennis courts. Access to the park is currently from three entrances off of 120th Street. The Park qualifies for protection under Section 4(f) because it is a public property used for recreation. Tranquility Park is currently being redesigned to accommodate larger soccer fields. Part of the scope of the renovation includes expanded parking to the south and north of the current parking areas along 120th Street.

Knoll's Golf Course, owned by the City of Omaha, located on the east side of 120th Street north of West Maple Road, is open to the public. It is an 18-hole, championship rated golf course with four lakes and a river running through the course. The total area of the golf course property is approximately 250 acres. The golf course qualifies for protection under Section 4(f) because it is a public property used for recreation.

IV. POTENTIAL IMPACTS TO SECTION 4(F) RESOURCES

Tranquility Park

Approximately 7.5 acres of Tranquility Park (less than 3 percent of the total park acreage of approximately 340 acres) would be impacted by the Project, and 2.35 acres of this 7.5-acre area (0.69 percent of the park) would be acquired for the Project ROW. The remaining acreage would be within the temporary limits of construction and would not be permanently altered by the Project. Both temporary and permanent impacts would occur at the southeast corner of Tranquility Park, as shown on **Figure 3**.

Both the temporary and permanent impacts (land disturbance of Tranquility Park for construction and road ROW) to the park would occur within the existing parking lot. The Project design has been incorporated into the renovation plans.

The south access to Tranquility Park would be eliminated, but two new access points would be constructed off of 120th Street to allow for one right turn in and right turn out as well as one dual access. Access to Tranquility Park from West Maple Road would be maintained using existing

roads and temporary roads throughout the construction period, although 120th Street would be closed to through traffic.

There would be minor impacts to Tranquility Park from the Preferred Alternative. The primary impact would be the conversion of 2.35 acres of the parking lot, where expansion was already planned, to permanent ROW so that alteration of current parking spaces would occur. The proposed bike trail, extending from West Maple Road along the east side of 120th Street and crossing under the bridge over Big Papillion Creek, would tie into the parking lot of Tranquility Park and would lie completely within the permanent limits of construction shown on Figures 2 and 3. However, because 2.35 acres of the park would be permanently transferred into ROW, this constitutes a direct use under Section 4(f) (when land is permanently incorporated into a transportation facility). No long-term impacts would occur to the existing sports fields or park amenities, and park users would be able access park facilities throughout construction. However, visitors could be subject to construction noise and safety restrictions during construction.

Knolls Golf Course

Approximately 1.9 acres of the Knolls Golf Course (less than 1.5 percent of the total golf course acreage of approximately 250 acres) would be impacted by the Project, by temporary land disturbance during construction and permanent disturbance for the road ROW; Approximately 0.1 acre of the 1.9 acres that would be disturbed (0.07 percent of the total acreage of the property) would be acquired for the permanent Project ROW. Both the temporary and permanent disturbance would occur along the eastern edge of the golf course, as shown on **Figure 3**. The proposed bike trail, extending from West Maple Road along the east side of 120th Street, crossing under the bridge over Big Papillion Creek, and tying into the parking lot of Tranquility Park, would lie completely within the permanent limits of construction shown on Figures 2 and 3. No additional impacts to the Knolls Golf course are anticipated as a result of the proposed trail. The Project was designed to minimize impacts to the golf course to the extent feasible, but portions of two fairways would be impacted south and north of Big Papillion Creek. There is no access to the golf course off of 120th Street; therefore access would not be impacted by the Project.

There would be minor impacts to the Knolls Golf Course from the Preferred Alternative. Approximately 0.1 acre of the course would be permanently transferred into ROW, which constitutes a direct use under Section 4(f) (when land is permanently incorporated into a transportation facility). As shown on **Figure 3**, much of the permanent disturbance to the two fairways at Knolls Golf Course would occur in a narrow strip adjacent to 120th Street and within the stream banks of Big Papillion Creek for the proposed bridge modifications. The permanent changes that would occur in these areas would not affect the layout of the fairways nor would they impair the public's ability to play these two holes. Temporary disturbance during construction would likely generate noise that could affect the experience of golfers using these fairways during construction. However, they would not result in restricted play during construction or permanent restrictions. Although the entire culvert at the southern end of the fairway is identified on Figure 3 as an area of temporary disturbance, construction activities would be limited to the portion of this area immediately adjacent to the 120th Street and would be unlikely to disrupt play on this fairway or result in temporary or permanent restrictions in activity at Knolls Golf Course.

V. PROPOSED AVOIDANCE ALTERNATIVES AND FINDINGS

The intent of the DOT Act and the policy of the DOT is to avoid the use of Section 4(f) lands as part of a project, unless there is no feasible and prudent alternative to their use. In order to demonstrate that there is no feasible and prudent alternative to the use of Section 4(f) resources, the evaluation must address both location alternatives and design/alignment shifts that totally avoid the Section 4(f) property that also meet the purpose and need of the project.

For this Project, alternatives were screened to define a range of design concepts that could meet the Project purpose and need, be implemented at a reasonable cost, and would not result in unacceptable environmental or community impacts. This evaluation and Project development process is described in greater detail in the Environmental Assessment (EA) associated with this Project (Section III, Alternatives). These alternatives are summarized below. As a result of this screening, several alternatives were dismissed.

Several potential alternatives were considered for the Project: No Build Alternative, Shift East Alternative, Centerline Alternative, and the Shift West Alternative. Additionally, a range of alternatives were considered for the vertical profile across Big Papillion Creek. An alternatives analysis was conducted to compare the alternatives based on ROW impacts, land use, local recreational areas, flood potential, and cost.

Of the alternatives evaluated, only the No Build Alternative and the Shift West Alternative (Preferred Alternative) were determined to be reasonable. The Shift East and Centerline Alternatives were eliminated from further study due to impacts to the recreational properties (Keystone Little League baseball fields and Knolls Golf Course) and impacts to a tributary to Big Papillion Creek that would require a large drainage structure replacement and channel relocation. Keystone Little League baseball fields are not protected under Section 4(f); whereas, Tranquility Park and Knolls Golf Course are protected.

In-depth analysis of the vertical alignment of the Big Papillion Creek crossing included a hydraulic study of the area (PBS&J, 2010). The analysis considered a range of different profiles to achieve a no-rise condition. The only alternative that would meet the no-rise condition included construction of a 290-foot-long bridge and channel benching in Big Papillion Creek.

Table 1 below summarizes the differences among the avoidance alternatives as compared to the Preferred Alternative, and the following section describes why the No Build, Shift East, and Centerline Alternatives were either dismissed from further consideration or were considered but would not meet the Project purpose and need. This section also provides the rationale for why alternatives that would avoid all Section 4(f) resources (i.e. "avoidance alternatives") were not feasible and/or prudent per the Section 4(f) statute.

Table 1. Comparison of Avoidance Alternatives and Preferred Alternative

IMPACTS	ALTERNATIVES					
	Preferred Alternative	No Build Alternative	Shift East Alternative	Centerline Alternative	Improvements without Using the Adjacent Section 4(f) Lands	Alternatives on New Location
Improve traffic flow	Yes	No	Yes	Yes	NA	No
Improve connectivity or compatibility	Yes	No	Yes	Yes	NA	No
Improve pedestrian safety	Yes	No	Yes	Yes	NA	No
Avoid or minimize impacts to the natural and human environment	Yes	NA	No	No	NA	No
Avoid or minimize impacts to Section 4(f) lands	Yes	NA	No	No	No	NA
Cost effective	Yes	NA	NA	NA	No	No

NA = Not analyzed in detail due to other constraints.

No Build Alternative

The No Build Alternative would leave 120th Street in its current condition. Under the No Build Alternative, the anticipated increase in traffic flow would cause traffic delays. The current LOS ranges between “C” and “D” within the Project. It is forecasted that the traffic conditions would degrade to “E” or “F” levels without improvements to accommodate future traffic volumes. The crash rate for motorists at the intersection of 120th Street and West Maple Road are higher than the average crash rate for vehicles at 4-lane urban intersections. Under the No Build Alternative the crash rate is likely to increase with the increase in traffic volume. In addition, under the No Build Alternative, no sidewalks would be added and pedestrian access and safety would be compromised. Although the No Build Alternative would avoid all Section 4(f) resources, it is not prudent because it does not address the identified transportation needs of the Project. The No Build Alternative would not be considered prudent per the Section 4(f) statute for the following reasons:

- It would not improve the LOS for the estimated increase in traffic volume and, therefore, would not decrease the rate of vehicle crashes;
- It would not improve the connectivity and compatibility at the intersections within the facility and along the 120th Street corridor; and
- It would not improve safe pedestrian access along and across the facility.

Shift East Alternative

A design of 120th Street to shift 20 feet to the east was considered to meet the projected increase in traffic flow and to incorporate designed safety features. Although this alternative would address the purpose and need for the Project while avoiding Tranquility Park, the Shift East Alternative was removed from further consideration because of increased permanent impacts to the Knolls Golf Course, Keystone Little League baseball fields, and to a tributary to Big Papillion Creek.

The Shift East Alternative would require acquisition of two acres of ROW from the Knolls Golf Course, which would place a portion of one of the golf greens within 10 feet of the ROW. As a result, this alternative would require the impacted golf green to be relocated 50 feet from its current location. The Shift East Alternative would also require the removal of at least one baseball playing field on the Keystone Little League property. The Shift East Alternative would also require realignment of a tributary to Big Papillion Creek. The tributary enters Big Papillion Creek from the north, immediately east of the intersection of Big Papillion Creek and 120th Street. Under this alternative, the channel of the tributary would have to be relocated and a large drainage structure would have to be replaced.

The Shift East Alternative would not be considered prudent per the Section 4(f) statute for the following reasons:

- It would not avoid or minimize impacts to the natural and human environment; and
- It would not avoid or minimize impacts to Section 4(f) lands.

Centerline Alternative

A design of 120th Street to widen it proportionately along the current centerline was also considered. The Centerline Alternative was removed from further consideration due to impacts to the Knolls Golf Course and the Keystone Little League property; although, a proportional disturbance on each side of the centerline would likely slightly reduce the width of the area within Tranquility Park that would be affected. Impacts would be similar to those described above for the Shift East Alternative, but to a slightly lesser degree. The Centerline Alternative would have a proportionally greater effect on the acreage of Knolls Golf Course that would be permanently disturbed, as compared to the Preferred Alternative. The additional incursion into the golf course property would likely require relocation of the fairway along 120th Street, which would disrupt play in the short term and would be a costly modification to the Knolls Golf Course property. Additionally, widening 120th Street proportionately along the existing centerline south of West Maple Road was not possible due to existing infrastructure.

The Centerline Alternative would not be considered prudent per the Section 4(f) statute for the following reasons:

- It would not avoid or minimize impacts to the natural and human environment; and
- It would not avoid or minimize impacts to Section 4(f) lands.

Shift West Alternative (Preferred)

The Shift West Alternative (also the Preferred Alternative) includes re-design and expansion of the existing 120th Street from Stonegate Drive to Roanoke Boulevard approximately 20 feet west of its current alignment. This alternative is described in detail in Section II, Proposed Project. The Preferred Alternative would be considered prudent per the Section 4(f) statute for the following reasons:

- It would address the need for vehicle capacity and safety;
- It would provide increased safety and accessibility for pedestrians;
- It would minimize impacts to private and commercial property;
- It would minimize impacts to streams; and
- It would minimize impacts to Section 4(f) lands.

The Shift West Alternative would include the following:

South of West Maple Road

- Stonegate Drive to the bridge at the West Maple Ditch
 - Upgrade from a four lane road with curb and gutter to a four lane roadway with a center two-way-left-turn-lane.
 - Maintenance of the existing sidewalks on the east and west sides of 120th Street.
 - Widening of the bridge across West Maple Ditch to maintain the five-lane roadway.
 - Addition of sidewalks on the east and west side of the bridge across West Maple Ditch.
- West Maple Ditch to West Maple Road
 - Addition of a raised median approximately 300 feet north of West Maple Ditch to the West Maple Road intersection (prohibiting left turns).
 - Relocation of the access to Mulhall's approximately 300 feet south of its current location.
 - Allowance for a U-turn at the intersection of West Maple Road and 120th Street.

North of West Maple Road

- West Maple Road Intersection
 - Creation of four lanes with dual left turn lanes.
 - Upgrade to a four lane roadway with a 16-foot raised median.
 - Installation of a curb and gutter and a new storm sewer system.
 - Addition of sidewalks on both the east and west sides of 120th Street.
 - Left turn restrictions created by the median on Old Maple Road.
 - Removal of the southernmost access to the parking lot for Tranquility Park.
 - Creation of one right turn in, right turn out access and one dual access for Tranquility Park.
- Big Papillion Creek Bridge
 - Replacement of the bridge.
 - Creation of sidewalks on the east and west sides of 120th Street.
 - Creation of a trail to pass under the bridge from the east to the west.

North of Big Papillion Creek

- Continuation of a four lane roadway with a 16-foot raised median.

- Addition of sidewalks on both the east and west sides of 120th Street.
- Creation of left turn lanes at Roanoke Boulevard.
- Removal of one access location to the Keystone Little League parking lot and relocation of existing access further north.
- Left turn restrictions for southbound traffic at the commercial properties south of Roanoke Boulevard.
- Allowance for a U-turn at Roanoke Boulevard for northbound traffic.

The permanent limits of construction (LOC) for the Project include 20.4 acres, extending the length of 120th Street from approximately Stonegate Drive on the south to Roanoke Boulevard on the north. The permanent LOC also extends approximately 950 feet east and west along West Maple Road at the intersection of 120th Street, and includes the portion of Old Maple Road that would receive improvements. At the bridge over Big Papillion Creek, the permanent LOC includes the areas that would be re-graded and vegetated. The permanent LOC is approximately 84-feet-wide at its narrowest point near Stonegate Drive and is widest near the intersection with West Maple Road. The temporary LOC, which would be disturbed by storage and transportation of construction equipment, includes the area covered by the permanent LOC plus an additional 8.3 acres. These additional areas occur along Big Papillion Creek near the areas to be graded, along the west side of 120th Street within Tranquility Park parking lot, on the east side of 120th Street within the Knoll's Golf Course, and east of the permanent LOC along West Maple Road, along with smaller areas near West Maple Ditch.

In addition to the Project Alternatives discussed in the EA, and described above, the following were analyzed as part of the Programmatic Section 4(f) Evaluation as options to minimize the effects on Section 4(f) resources.

Improvements without Using the Adjacent Section 4(f) Lands

It is not feasible to avoid Section 4(f) lands by roadway design or transportation system management techniques because the Section 4(f) lands occur on both sides of the existing alignment in the same location, and therefore a shift that avoids both properties is not possible and a shift to avoid one property would significantly impact the other property. A bridge that spans the properties would result in a substantially increased roadway cost, and may not eliminate impacts entirely.

Alternatives on New Location

It is not feasible to avoid Section 4(f) lands by constructing a new alignment because the new location would not solve existing transportation and safety problems and would result in substantial adverse social and economic impacts from disruption of established patterns. The new location would also substantially increase costs.

Conclusions

The net impact of the aforementioned alternatives have considered the function and value of Tranquility Park and Knolls Golf Course before and after Project implementation as well as the physical and/or functional relationship of these recreational resources to the surrounding community. Given the existing conditions of Tranquility Park and Knolls Golf Course, the alternatives described above would not be feasible and/or prudent. There is no feasible and prudent alternative which avoids the use of these Section 4(f) resources.

VI. MEASURES TO MINIMIZE HARM AND MITIGATION

The Preferred Alternative would minimize the effects of the Project on the Section 4(f) resources within the Study Area, as compared to the other alternatives evaluated. The 2.35 acres of Tranquility Park that would be acquired for the Project ROW would be entirely within the existing parking lot, and represents less than one percent of the total park acreage, as required by the Programmatic Evaluation for Projects with Minor Involvement. The planned redesign of the park includes expanded parking to the north and south of the area that would be affected, and the redesign plans incorporate the Project. In addition, although the Project would eliminate the south access to Tranquility Park, it incorporates the construction of two new access points. The Project has committed to maintaining park access throughout the construction period.

The Project was designed to minimize impacts to Knolls Golf Course to the extent feasible, and access to the golf course would not be affected by the Project or its construction. Approximately, 0.1 acre of the property would be acquired for the permanent Project ROW, which would result in unavoidable impacts to portions of two fairways, but represents less than one percent of the total golf course acreage.

To comply with all applicable Federal, State and local legislation, as well as any general or special conditions required by pending permits, mitigation measures/environmental commitments to minimize harm to Section 4(f) resources would have to be incorporated into the Preferred Alternative. These commitments would be implemented during the appropriate Project phase. Mitigation measures would comply with all applicable provisions of the City of Omaha's Best Management Practices as identified in the Omaha Regional Stormwater Design Manual, Chapter 8 Stormwater Best Management Practices (City of Omaha, 2006).

Mitigation measures would include the following:

- Maintaining Tranquility Park access throughout the construction period;
- All disturbed areas would be reseeded per the park/golf course design;
- The affected parking stalls at Tranquility Park would be replaced on site; and
- All temporary easements would be restored.

VII. COORDINATION AND PUBLIC INVOLVEMENT

Agency scoping and a public information meeting were conducted regarding the Project as part of the public involvement process for the EA (see EA Section V, Public/Agency Involvement/Project Coordination). An Agency Scoping Meeting was held on October 2, 2008. A presentation of the Project including the Project description, and purpose and need was given to representatives from Nebraska Department of Roads (NDOR), the City of Omaha, Nebraska Game and Parks Commission (NGPC), and US Army Corps of Engineers (USACE). During this meeting NPGC discussed the potential 4(f) effects on Tranquility Park and the Knolls Golf Course.

A public information meeting was also held on January 18, 2011. The purpose of the meeting was to communicate to the public the Project's purpose and need, display a design concept and solicit public comment. Several public comments regarding trails, access to Tranquility Park, effects to Knolls Golf Course, and impacts to the Keystone Little League fields were discussed with Project team members from the City of Omaha and Schemmer Associates (Schemmer) (consultant). Table 2 presents a summary of public comments regarding the Section 4(f) resources discussed during the public information meeting.

This report will be appended to the associated Draft EA and will be available for public review upon release of the Draft EA for public comment. Therefore, the Project is consistent with the specific requirements of 23 CFR 774.5, early coordination, public involvement, and Project development.

Table 2. Summary of Agency and Public Comments Regarding Section 4(f) Sites

Comment	Response
Agency Comments/Discussion, Environmental Agency Scoping Meeting, October 2, 2008.	
All permanent takings from park property are required to be replaced offsite. The replacement is based on value-for-value, not acre-for-acre.	Statement of Requirements, No Response Made.
The replacement property cannot be at an existing park.	Statement of Requirements, No Response Made.
A proposed parking lot replacement north of the soccer fields will likely not constitute a 6(f) taking.	Statement of Requirements, No Response Made.
The City Parks Department can work directly with the Nebraska Game and Parks.	Statement of Requirements, No Response Made.
Replacement park land should be identified and approved but not purchased until all NEPA approval has been secured. If circumstances are extreme, approval to purchase land prior to NEPA approval could be an option.	Statement of Requirements, No Response Made.
Replacement lands must be used for outdoor recreation or to facilitate outdoor recreation.	Statement of Requirements, No Response Made.
If property is acquired from both Tranquility Park and The Knolls Golf Course, the combined value of these properties would dictate the park land replacement requirements at a single site.	Statement of Requirements, No Response Made.
Maps showing the existing boundaries of the 6(f) properties did not accurately show the exact limits.	More detailed information and/or legal descriptions and forwarded to the contractors.
An independent appraisal will be required to verify value of existing and proposed park lands.	Statement of Requirements, No Response Made.
Excess value for replacement property can be banked for future 6(f) conversions	Statement of Requirements, No Response Made.
The replacement park lands will automatically be designated 6(f) property.	Statement of Requirements, No Response Made.
Taking of park property for Big Papillion Creek improvements may or may not constitute a 6(f) taking depending on the design. If the property is still accessible by the public, it usually is not a 6(f) taking. Adding a wetland to retain storm water on park ground may constitute a 6(f) taking, depending on the design of the wetland feature.	Statement of Requirements, No Response Made.
A new bike trail constructed on 6(f) property may not constitute a 6(f) taking. However, this may also be an issue with FHWA in terms of defining the trail as recreational versus a transportation trail corridor.	Statement of Requirements, No Response Made.
A 6(f) conversion packet will need to be submitted. Allow 3 to 6 months for approval of the conversion. Construction should not begin until approval has been granted.	Statement of Requirements, No Response Made.
Pat Slaven will be the contact for the City of Omaha Parks and Recreation Department.	Statement of Requirements, No Response Made.
The NEPA document should address why the taking of 6(f) property is required.	Statement of Requirements, No Response Made.
6(f) replacement properties should have a minimum 25-year life	Statement of Requirements, No

Comment	Response
expectancy.	Response Made.
It was noted that noise impacts to the park property could be a sensitive issue. This will need to be addressed in the NEPA document.	Statement of Requirements, No Response Made.
Public Comments and Responses from City of Omaha Public Works, Public Information Meeting Summary, January 18, 2011	
What will happen on 120th Street during construction?	<p>The response provided at the meeting stated: 120th Street would be closed to through traffic north of West Maple and open to traffic south of West Maple during construction. Left turns would be provided during construction to help accommodate turning traffic at 120th and West Maple. Closing 120th Street north of West Maple will shorten the construction time, but does add burden to alternate routes. Filling out forms was recommended to provide feedback regarding traffic phasing proposals.</p> <p>Further investigation has indicated: Access to Tranquility Park from West Maple Road would be maintained using existing roads and temporary roads throughout the construction period, although 120th Street would be closed to through traffic.</p>
Are trails incorporated into the project?	<p>The response provided at the meeting stated: Trails will be included between Old Maple Road and the Big Papillion creek on the east side of 120th Street. This segment of trail is part of the Big Papio Creek trail system. The current trail terminates south of Heflinger Park and the plan is to make a connection from the existing trail to the new trail along 120th Street. The future trail will pass under West Maple Road and cross Big Papillion Creek to connect to the 120th Street project. The trail will pass under the new 120th street bridge with plans to add trail west along Big Papillion Creek in the future as funds become available.</p> <p>Further investigation has indicated: A trail has since been incorporated into the design of the Preferred Alternative and is described in Section II, Proposed Project, North of West Maple Road: A 10-foot pedestrian trail is proposed along the east side of 120th Street from West Maple Road to Big Papillion Creek, where the trail would pass under the Big Papillion Creek Bridge and continue west tying into the parking lot of Tranquility Park.</p>

Comment	Response
	The trail along 120 th Street is part of the City of Omaha Parks and Recreation trail system.
Will Tranquility Park and Keystone Little League have access during construction?	<p>The response provided at the meeting stated: Access to the parks will be maintained at all times during construction.</p> <p>Further investigation has indicated: Access to Tranquility Park from West Maple Road would be maintained using existing roads and temporary roads throughout the construction period, although 120th Street would be closed to through traffic.</p>
Will traffic be maintained during construction south of West Maple Road?	Traffic will be maintained at all times. Typically 2 lanes of traffic are provided while building 2 new lanes. Due to the large volume of vehicles at West Maple Road, a left turn will be provided for turning vehicles and to accommodate trucks during construction.
How close will the new roadway be to Keystone Little League? The current road is close and feels unsafe when watching baseball games. Are there any requirements for guardrail or other barriers?	<p>The response provided at the meeting stated: Federal and State standards are followed for barrier warrants. This is a federally funded project and those standards will be followed. At this time there are not warrants for additional barrier protection along Keystone property. The existing roadway is a non-curbed section and the new roadway will have a 6" curb with a 12.5' setback to back of sidewalk to give out of control vehicles the opportunity to correct and get back on the road.</p> <p>Further investigation has indicated: The Preferred Alternative is a shift 20 feet to the west, so it will be farther away.</p>
One resident near the area recommended/concurred with closing the south access to Tranquility Park. She stated this access is a safety problem with vehicles leaving Tranquility and vehicles stopped on 120th Street trying to turn into this driveway. She has witnessed many near miss rear end accidents due to this driveway.	This recommendation has been incorporated into the Preferred Alternative.
A business owner voiced concerns about restricted access. He thought this would have a major impact on business. He questioned why we couldn't provide one additional opening in the median at that location. He also had a question if Roanoke Boulevard would have traffic signals soon.	These comments were noted during the meeting for further consideration during project development and design. Further discussion with property owners along Roanoke Boulevard explained that limited sight distance in this area would create the potential for sideswipe accidents, and U-turns would be the best compromise for maintaining safety while providing

Comment	Response
	access. U-turns would be provided at Roanoke Boulevard and the full access provided near Station 537+00.
Drainage issues on the Keystone Little League property and is concerns how new drainage will affect this were identified. There is a swale east of Station 541+50 that drains to the roadway ditch, but currently requires ponding before water will outlet. An existing standing water problem in the outfield to the ROW line at Station 533+00 to 534+00 also were identified. Access during construction and getting traffic in and out at just one drive at the north end of property is also a concern. The busy season for Keystone is April to June with playoffs during June. July is less busy, but still constant traffic in and out during game days. Keystone has some future projects to install sidewalks to all fields and maybe add some retaining walls around some fields.	These comments were noted during the meeting for further consideration during project development and design. Further investigation indicates that this issue is beyond the scope of the current project.
Schmidley's Golf range understood the need to remove the trees along his east property line, but wondered about the process for replacing them. His concern was the trees provide a buffer to restrict errant golf balls reaching 120th Street.	These comments were noted during the meeting for further consideration during project development and design.
Another business owner commented favorably on the proposed project. He had some concerns with traffic during construction.	These comments were noted during the meeting for further consideration during project development and design.
Several other commuters commented on the proposed project and were in favor of the improvements, especially those south of West Maple Road. Some asked if there was any way to move the project up for earlier construction.	These comments were noted during the meeting for further consideration during project development and design.

VIII. APPLICABILITY AND CONCLUSIONS

The Alternatives set forth in the Avoidance Alternatives and Findings section of this Programmatic Section 4(f) Evaluation have been fully assessed. The findings conclude that the Preferred Alternative identified in the associated EA is the only feasible and prudent alternative.

The requirements related to the Programmatic Section 4(f) Evaluation for Projects with Minor Involvement are provided below, along with an explanation applicable to the Project.

1. The proposed project is designed to improve the operational characteristics, safety, and/or physical condition of existing highway facilities on essentially the same alignment.

The purpose of the Project is to ease traffic congestion and driver delays while improving safety along 120th Street. The Project would be constructed on the existing 120th Street alignment, shifted approximately 20 feet to the west.

2. The Section 4(f) lands are publicly owned public parks, recreation lands, or wildlife and waterfowl refuges located adjacent to the existing highway.

There are two Section 4(f) properties within the Project area: Tranquility Park and the Knolls Golf Course. Tranquility Park is a publically owned park, owned by the City of Omaha, located immediately adjacent on the west side of 120th Street north of West Maple Road. The Knolls Golf Course is a publically owned golf course owned by the City

of Omaha located immediately adjacent to 120th Street on the east side, north of West Maple Road.

3. The amount and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or in part, for its intended purpose. The total amount of land to be acquired shall not exceed 1 percent of the site for properties greater than 100 acres in total size.

Approximately 2.35 acres of Tranquility Park (0.69 percent of the total park acreage) would be acquired for the Project ROW. Both the temporary and permanent impacts (land disturbance of Tranquility Park for construction and road ROW) to the park would occur within the existing parking area. The amount and location of the land to be used for the Project would not impair the use of the park's baseball fields, soccer fields, or tennis courts. The south access to Tranquility Park would be eliminated, but two new access points would be constructed off of 120th Street. Access to the park from 120th Street would be maintained at all times during construction. Visitors could be subject to construction noise and safety restrictions during construction.

Approximately 0.1 acre (0.07 percent of the total acreage) of the Knolls Golf Course would be acquired for the Project ROW. The Project was designed to minimize impacts to the golf course to the extent feasible, but portions of two fairways would be impacted south and north of Big Papillion Creek. The very small amount and location of the land to be used by the Project will not impair the use of the golf course. The permanent changes that would occur in these areas could result in the modification of the two affected fairways but would not impair the public's ability to play these two holes in the long term. Temporary disturbance during construction would likely generate noise that could affect the experience of golfers using these fairways during construction. However, they would not result in restricted play during construction or permanent restrictions. Although the entire culvert at the southern end of the fairway is identified on Figure 3 as an area of temporary disturbance, construction activities would be limited to the portion of this area immediately adjacent to the road and would be unlikely to disrupt play on this fairway or result in temporary or permanent restrictions in activity at Knolls Golf Course.

The total amount of land to be acquired from any Section 4(f) site shall not exceed the values in the following table:

Table 3. Maximum Disturbance Acreage

Total Size of Section 4(f) Site	Maximum to Be Acquired	Total Size of Tranquility Park	Maximum to Be Acquired for Tranquility Park	Total Size of Knolls Golf Course	Maximum to Be Acquired for Knolls Golf Course
< 10 acres	10 percent of site	Not Applicable	Not Applicable	Not Applicable	Not Applicable
10 acres - 100 acres	1 acre	Not Applicable	Not Applicable	Not Applicable	Not Applicable
> 100 acres	1 percent of site	340 acres	2.35 acres; 0.69 percent of the total acreage of the site	250 acres	0.1 acre; 0.07 percent of the total acreage of the site

4. The proximity impacts of the Project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.

The Section 4(f) resources, Tranquility Park and Knolls Golf Course, would not be impacted by their proximity to the Project. Both properties were established and have existed in their current location adjacent to the road. Minor impacts to access and from noise could occur during construction, but would not impair the use of the park and golf course for their intended purpose. Access to Tranquility Park would be maintained at all times during construction, and there is no access to the Knolls Golf Course off of 120th Street. As identified above, play at Knolls Golf Course would not be limited during the construction period because construction at the culvert that extends into the golf course would occur at its junction with 120th Street. Construction would not extend into the golf course.

5. The officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the Section 4(f) lands.

The signatures below of the officials representing the City of Omaha and the City of Omaha Parks, Recreation, and Public Property indicate their agreement with the assessment of the impacts of the proposed project on, and the proposed mitigation for, the Section 4(f) lands.

6. For projects using land from a site purchased or improved with funds under the Land and Water Conservation Fund Act (LWCA), coordination with the appropriate Federal agency is required to ascertain the agency's position on the land conversion transfer.

The development of Tranquility Park and Knolls Golf Course was partially funded by Section 6(f) of the LWCA. The same areas of Tranquility Park and Knolls Golf Course that would have Section 4(f) impacts, described above, also would have Section 6(f) impacts. The NGPC participated in an agency scoping meeting for the Project in 2008 and discussions regarding the replacement property have been ongoing. Another agency scoping meeting was held in November of 2012 and three potential replacement properties were identified. One potential Section 6(f) conversion property discussed at the November 2012 scoping meeting would include Miller's Landing on the Iowa side of

Carter Lake. All attendees of the scoping meeting agreed that this alternative may not be feasible due to crossing Nebraska/Iowa state line and was therefore eliminated from further analysis. A resource review was prepared to aid in the evaluation of the two sites, which are within the City of Omaha.

Two proposed Section 6(f) conversion properties are being considered as replacement properties for the Section 6(f) resource that would be impacted by the proposed Project. One area is located north of the Study Area between Fort Street to the south and Military Road to the north, between 132nd Street to the west and 120th Street to the east. The other area is located north of Democracy Park and northeast of the intersection of Fort Street and 90th Street, generally east of Little Papillion Creek. The NGPC has indicated it has no objection to removing land adjacent to Military Road to allow for the future roadway widening without impacts to 6(f) land. The NGPC reiterated that it has no concern with how the property is divided up once it is acquired so long as the land identified as a 6(f) land meets the value of the 6(f) land being impacted. The second area would add land for extension of the Keystone Trail. The master plan for the Keystone Trail shows a continued extension of the trail to Blair High Road and eventually to Somerset Park. The piece of land north of Democracy Park is a critical area that would provide a corridor for that continued extension.

Once one of these sites is selected, a Section 6(f) conversion proposal will be developed for the Project. The conversion proposal will be submitted to the NGPC and then to the National Park Service (NPS) for concurrence.

7. The Programmatic Evaluation does not apply to projects for which an Environmental Impact Statement (EIS) is prepared.

An EIS is not anticipated for the Project; however, if an EIS is required, the Section 4(f) analysis would be addressed as required.

8. The Programmatic Evaluation does not apply if a feasible and prudent alternative is identified. Each of the following alternatives must be fully evaluated: Do Nothing Alternative; Improvement without using the Adjacent Section 4(f) Lands; and Alternatives on New Location.

As summarized in Table 1, Comparison of Alternatives, and described in greater detail in Section V, Proposed Avoidance Alternatives and Findings:

No Build Alternative – The Do Nothing Alternative is not feasible and prudent because it would not correct the existing capacity deficiencies or safety hazards, and not providing the improvements would constitute a community impact greater than the proposed use of the Section 4(f) lands.

Improvements without Using the Adjacent Section 4(f) Lands – It is not feasible to avoid Section 4(f) lands by roadway design or transportation system management techniques because the Section 4(f) lands occur on both sides of the existing alignment in the same location, and therefore a shift that avoids both properties is not possible and a shift to avoid one property would significantly impact the other property. A bridge that spans the properties would result in a substantially increased roadway cost, and may not eliminate impacts entirely.

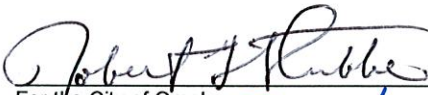
Alternatives on New Location – It is not feasible to avoid Section 4(f) lands by constructing a new alignment because the new location would not solve existing transportation and safety problems and would result in substantial adverse social and economic impacts from disruption of established patterns. The new location would also substantially increase costs.


The FHWA, in cooperation with the official with jurisdiction over the properties is responsible for making all decisions related to Section 4(f) compliance. Title 23, Part 774.13 of the CFR provides for certain programmatic evaluations to the requirements for Section 4(f) approval. The proposed project activities fall under the provisions of the Nationwide Section 4(f) Programmatic Evaluation: Minor Involvements with Parks and Recreation areas; and waterfowl and wildlife refuges (CFR Title 23 Section 774.3(d)).

In addition to the requirements described above for use of the Programmatic Evaluation for Projects with Minor Involvement, the officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the Project on, and the proposed mitigation for, the Section 4(f) lands.

Mitigation measures would comply with all applicable provisions of the City of Omaha's Best Management Practices as identified in the Omaha Regional Stormwater Design Manual, Chapter 8 Stormwater Best Management Practices (City of Omaha, 2006).

The signatures from the City of Omaha and the City of Omaha Parks, Recreation, and Public Property Department below is accepted concurrence on the assessment that the anticipated impacts to the Section 4(f) lands that would be affected by the Project with regard to all proposed actions associated with the Preferred Alternative would be minor and would not interfere with the protected amenities that constitute the protected Section 4(f) activities.


For the City of Omaha


For the City of Omaha Parks, Recreation, and
Public Property

10-15-13
Date

10-16-13
Date

IX. BIBLIOGRAPHY

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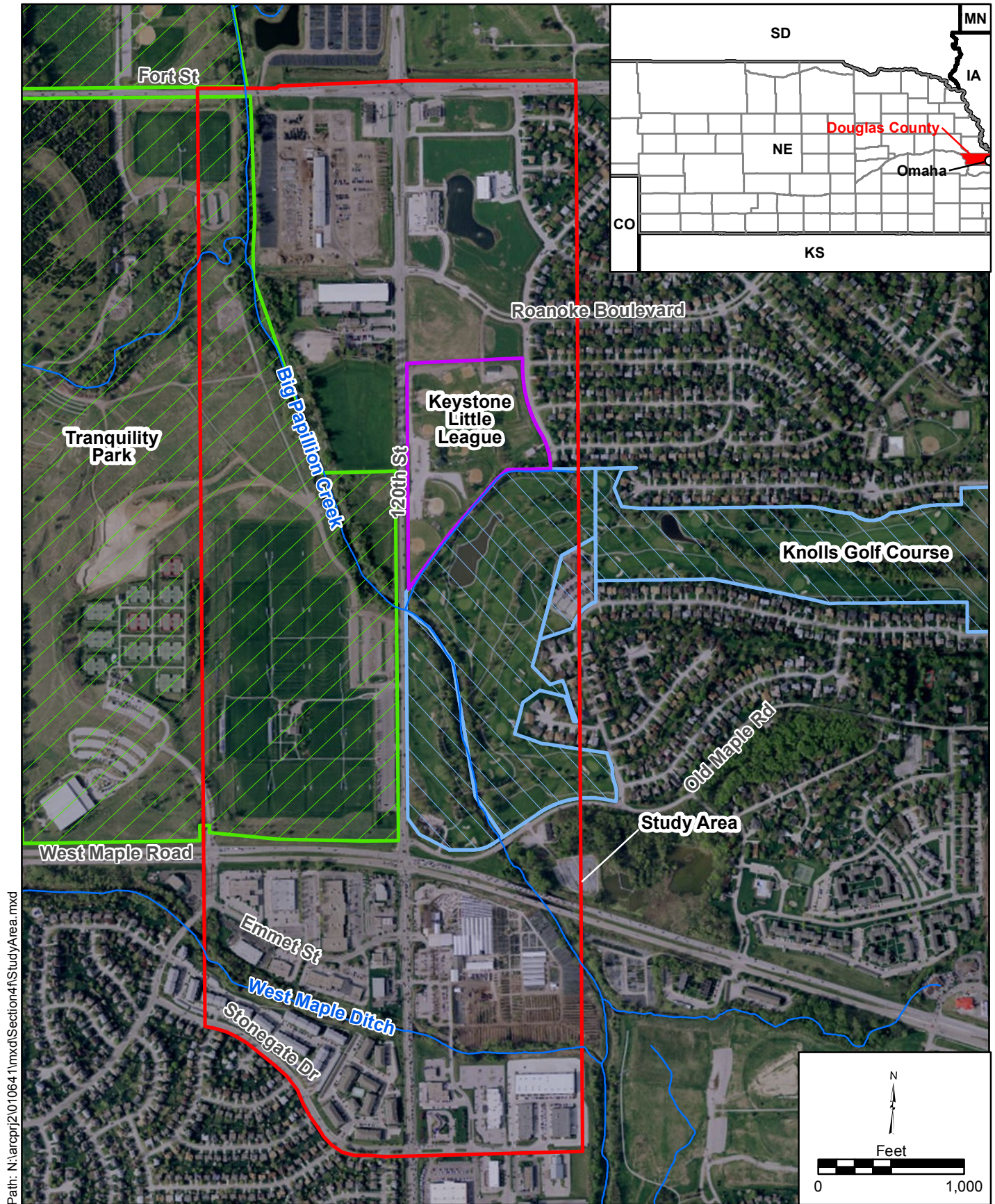
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APPENDIX A

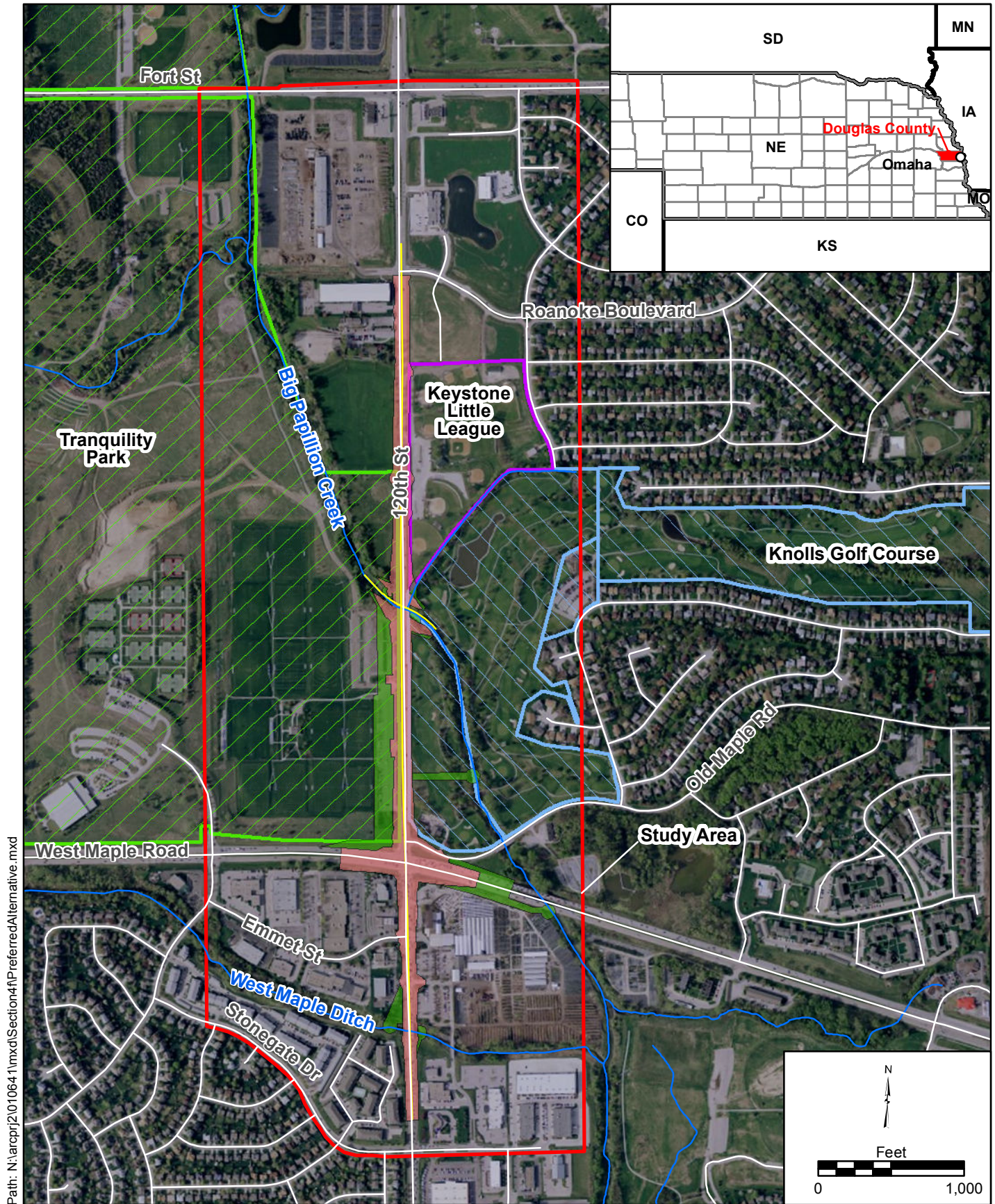
Figures



Legend

- | | |
|--|--|
|  Streams | Section 4(f) |
|  Study Area |  Tranquility Park |
| |  Knolls Golf Course |

Study Area Location Map
120th Street, Stonegate to Fort Street
Omaha, Nebraska

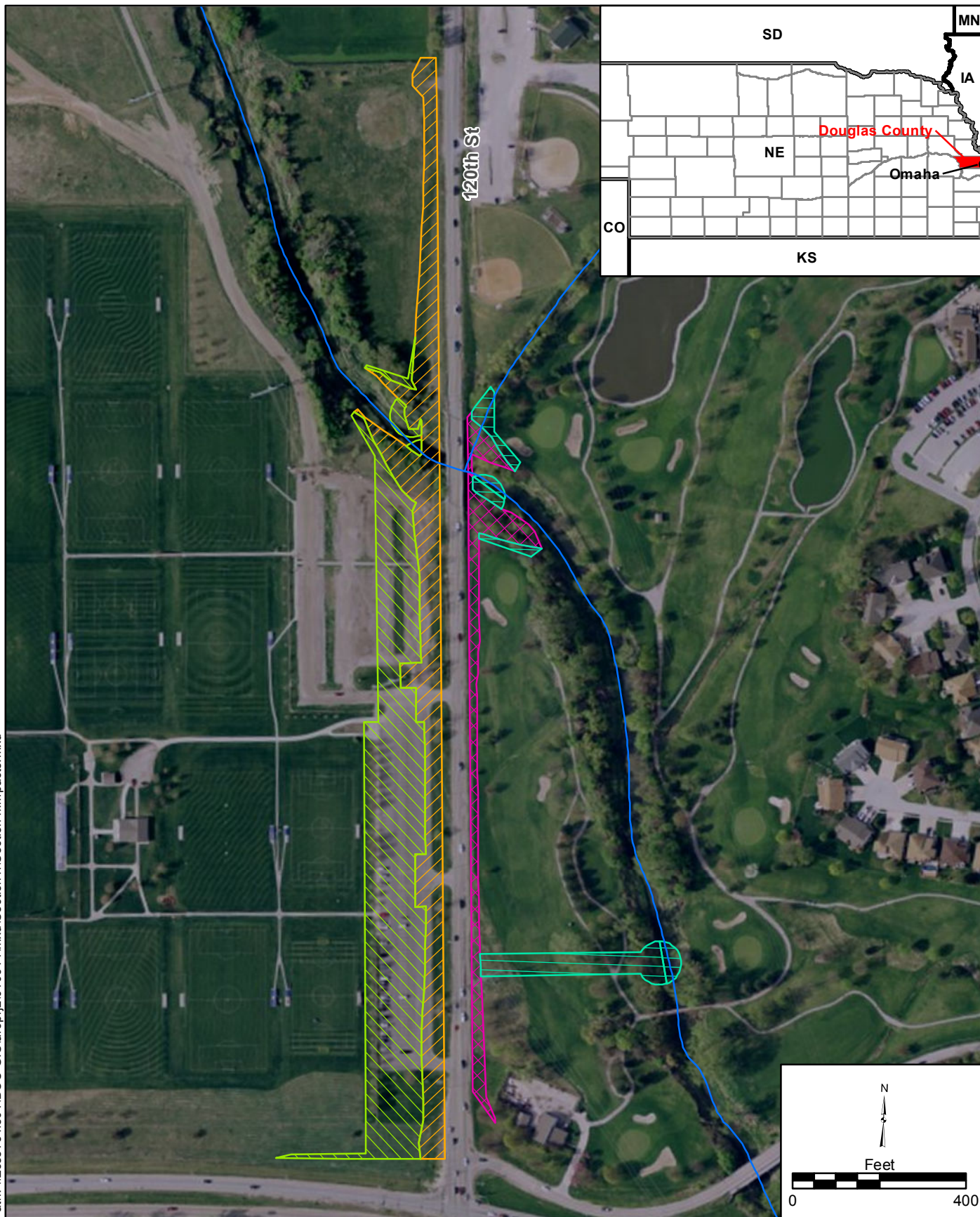


Legend

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|----------------------------------|-------------------------------|---------------------|
| Preferred Alternative Centerline | Limits of Construction | Section 4(f) |
| Streams | Permanent | Tranquility Park |
| Study Area | Temporary | Knolls Golf Course |

Figure 2
Preferred Alternative
120th Street,
Stonegate to Fort Street
Omaha, Nebraska

Path: \\Ecss134fs01\BOU-GIS\arcprj2\010641\mxd\Section4f\m pacts. mxd



Legend

- Streams
- Tranquility Park Limits of Construction**
 - Permanent
 - Temporary
- Knolls Golf Course Limits of Construction**
 - Permanent
 - Temporary

June, 2013

Figure 3

**Temporary and Permanent Disturbance
of Section 4(f) Properties
120th Street, Stonegate to Fort Street
Omaha, Nebraska**

From: Evan Schweitz [<mailto:eschweitz@ometro.com>]
Sent: Monday, August 17, 2015 1:08 PM
To: Swope, Shane <sswope@schemmer.com>
Cc: Curt Simon <csimon@ometro.com>; Jon Meyer (PWks) <jon.meyer@cityofomaha.org>
Subject: RE: 120th Street

Yes that will be our detour, thanks.

-Evan

From: Swope, Shane [<mailto:sswope@schemmer.com>]
Sent: Monday, August 17, 2015 1:01 PM
To: Evan Schweitz
Cc: Curt Simon; Jon Meyer (PWks)
Subject: RE: 120th Street

Thanks Evan. Just so we can document this and the mitigation measure to minimize impact to Metro for our environmental assessment. Do you believe you would use the route turning left at 124th Street down to Emmett Street then back onto 120th Street southbound?

Thanks for your quick replies today.

-Shane



ARCHITECTS | ENGINEERS | PLANNERS

Shane E. Swope, P.E.

Manager, Roadway Design

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SCHEMMER.COM

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From: Evan Schweitz [<mailto:eschweitz@ometro.com>]
Sent: Monday, August 17, 2015 12:22 PM
To: Swope, Shane <sswope@schemmer.com>
Cc: Curt Simon <csimon@ometro.com>
Subject: RE: 120th Street

Thanks Shane, no problem, this will have minimal impact on the route.

For your purposes I'd say the stop at 120th & Emmet Street (Northwest corner) will be closed during construction, with an alternate pick up/drop off point moved to the southwest corner of the intersection.

-Evan

From: Swope, Shane [<mailto:sswope@schemmer.com>]
Sent: Monday, August 17, 2015 12:11 PM
To: Evan Schweitz
Cc: Curt Simon
Subject: RE: 120th Street

Thanks Evan. Construction will not start until 2017 at soonest. The reconstruction of West Maple would likely occur over the summer months, but could be flexible depending on Metro needs.

I do see the icons on google, but didn't know if those were official since they are not shown in the route map. We have been suggesting there were no stops within our project limits. Is the Emmett Street stop official enough that it would need to be provided during construction?

-Shane



ARCHITECTS | ENGINEERS | PLANNERS

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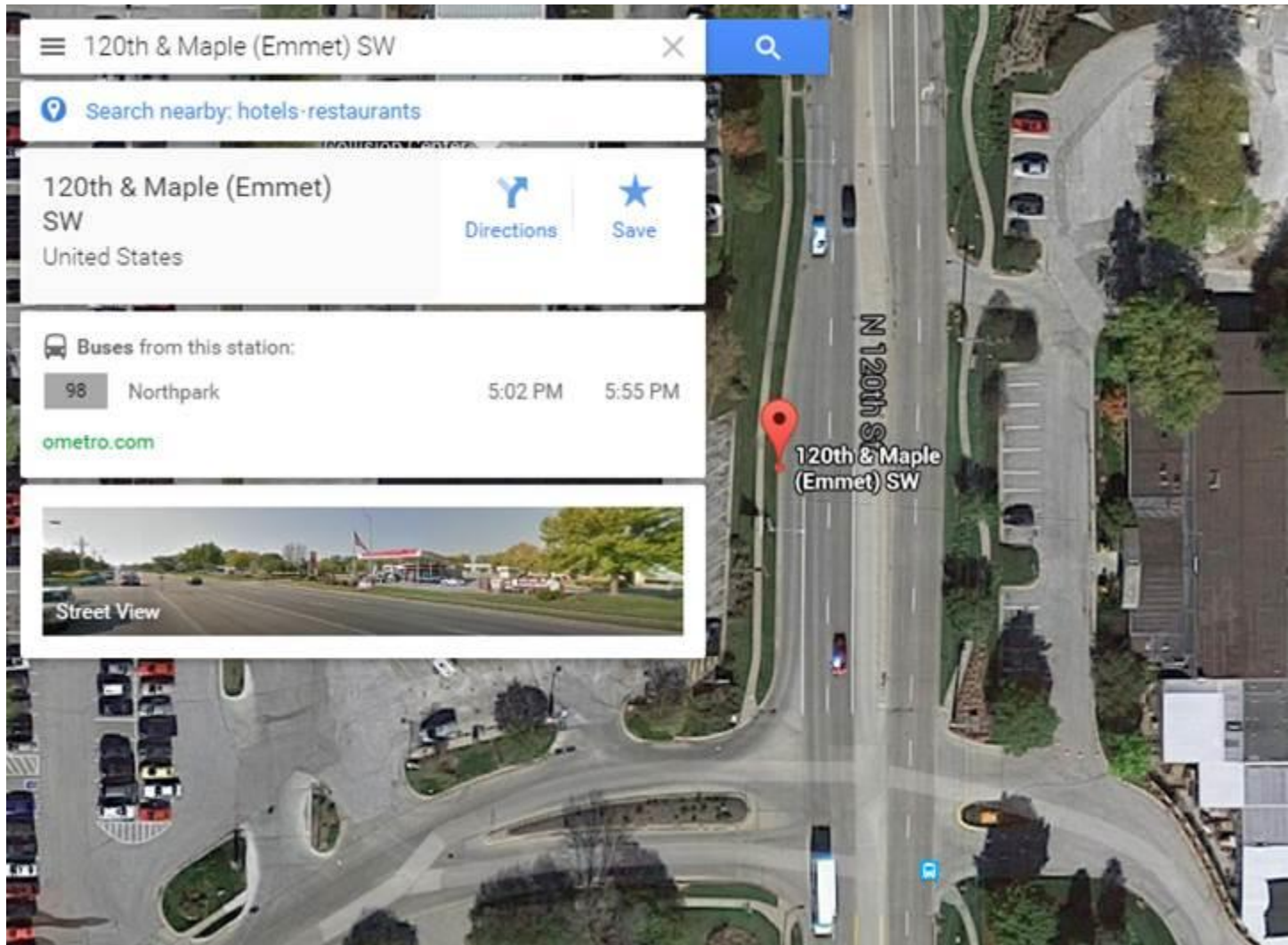
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From: Evan Schweitz [<mailto:eschweitz@ometro.com>]
Sent: Monday, August 17, 2015 10:18 AM
To: Swope, Shane <sswope@schemmer.com>
Cc: Curt Simon <csimon@ometro.com>
Subject: RE: 120th Street

Hi Shane,

Curt asked me to coordinate with you regarding the 120th & Maple construction. First of all, when is the anticipated closure?

Just to confirm, we have two buses in the morning that travel northbound on 120th and turn right (east) at Maple. In the afternoon, we have two buses that travel west on Maple and turn left (southbound) on 120th street. If you are ever curious about the location of bus stops, you can find them on Google Maps (120th & Emmet shown below lists departures at 5:02 and 5:55pm for the 98 Express). Just zoom in close to the intersection and a blue icon will display the bus stop locations. From my understanding, the AM trips would not be interrupted by the construction but the PM turning movement would require a 2 month detour. Is this correct?



From what you've proposed, it looks like the first detour option would work the best for us, with buses in the afternoon traveling west to 124th, south to Emmet, then east back to 120th.

Let me know if this works for you, and what else you may need from us.

Thanks,

Evan Schweitz
Transit Planner



2222 Cuming Street
Omaha, NE 68102
(402) 341-0800 ext. 2702
eschweitz@ometro.com

From: Curt Simon
Sent: Monday, August 17, 2015 9:46 AM
To: Evan Schweitz
Subject: FW: 120th Street

Evan,

Would you coordinate and communicate with Shane regarding the reconstruction?



Curt Simon
Executive Director
Metro
2222 Cuming Street
Omaha, NE 68102
(402) 341-7560 ext. 2100
csimon@ometro.com

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From: Swope, Shane [<mailto:sswope@schemmer.com>]
Sent: Monday, August 17, 2015 9:45 AM
To: Jon Meyer (PWks); Curt Simon
Subject: RE: 120th Street

Curt,

Following up on the phone call. As Jon suggested, we are looking at the westbound West Maple Road left turn at 120th Street and a short term closure of two months to reconstruct left turn lanes. First of all, can you confirm that Maple Express 98 PM West route does make a left turn here? It looks like PM west goes from 108th and Fort to 117th and Miami.

If that is true, a couple scenarios for consideration as alternative routes.

1. Would it be possible to temporarily go to 124th Street on West Maple and make the left turn and come back to 120th at Emmett Street to proceed southbound?
2. Since there are no stops along the 120th Street/West Maple Road, possibly go down 108th Street to Blondo and west to 120th Street for the 117th Street bus stop.

Is there a stop around 120th & Emmett Street that doesn't show up on the route map?

Thanks for your input.

-Shane



ARCHITECTS | ENGINEERS | PLANNERS

Shane E. Swope, P.E.

Manager, Roadway Design

402.493.4800 Phone | 402.431.6346 Direct

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From: Jon Meyer (PWks) [<mailto:jon.meyer@cityofomaha.org>]

Sent: Monday, August 17, 2015 8:30 AM

To: Curt Simon <csimon@ometro.com>

Cc: Swope, Shane <sswope@schemmer.com>

Subject: Fwd: 120th Street

Curt we are working on finalizing the environmental document for our 120th St project and we would like to discuss impacts to your WB 98 route at 120th and W Maple for a two month period. Shane Swope from Schemmer & Assoc. will be contacting you.

Our goal is to find an alternate route for a two month period so that we can keep this route facilitated.

Jon Meyer
Engineer III
Design Division
Public Works Department
Omaha/Douglas Civic Center
1819 Farnam St, Suite 604
Omaha, NE 68183
402-444-4191
Jon.Meyer@cityofomaha.org

----- Forwarded message -----

From: Swope, Shane <sswope@schemmer.com>

Date: Thu, Aug 13, 2015 at 11:21 AM

Subject: 120th Street

To: "Jon Meyer (PWks)" <jon.meyer@cityofomaha.org>

Jon,

In revising the phasing part of the DEA I have dumbed down the language to be less specific for temporary road/pavement and location within West Maple Corridor. The Maple Village route looks to run in reverse for PM which means buses would turn left at 120th & West Maple normally. Based on how many times we have been questioned on the bus route/stop, I think we would need something from Metro acknowledging they are fine with an alternative route. Agree? Perhaps double check the PM Westbound 98 Express route. Maybe I am reading it wrong.

We do have one comment in the public meeting responses that suggests left turns would be provided. I will need to revise that to preface with short term closures would be necessary.

Let me know your thoughts.

-Shane



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Communication Log

To:	Shane Swope	From:	Chris Ansari
Company:	Schemmer and Associates, Inc.	Date:	December 26, 2015
Re:	Keystone Little League Access	Project #:	114-010641
Contact:	Jeremy Stone		

This communication memorandum is part of the ongoing coordination between the City of Omaha, its subcontractor, The Schemmer Associates, Inc. (Schemmer) and a representative from the Keystone Little League. The intent of the email correspondence is to work with the local landowner to ensure the needs of their facility will be met during and after construction of the proposed 120th Street project from Stonegate Drive to Roanoke Boulevard. This communication with this landowner has been ongoing since the initial public scoping in October 2008 to present.

Shane Swope, Project Manager, Schemmer, sent the email below to Jeremy Stone concerning the bleachers that are currently in the ROW of 120th Street:

"Jeremy below is a link to our planning website. If the Keystone little league would like to obtain a lease for the location of your bleachers on City ROW prior to the ROW acquisitions for 120th St improvements beginning, then all costs associated with the relocation of the bleachers should be covered as a project cost. This means that a ROW damages amount would be added to the compensation estimate for the relocation of the bleachers or the bleacher relocation cost would be added to the project and completed by our contractor. If you don't obtain a lease then any objects within the ROW would need to be moved prior to construction and no assessed amount would be added to the compensation estimate for your parcel in regards to the loss of these objects."

Jeremy Stone responded with the following email:

"Ok from Keystones perspective my comments are as follows:

We are happy to see the cities dedication to developing the 120th St. corridor between Fort and Maple streets. Its completion can help all the neighbors along this roadway.

We are concerned with how this will impact our patrons over the two years of construction and the years to follow, however. First, keeping our parking lots and fields accessible throughout the proses is key. The way we understand it we will lose two entrance/exits then a central entrance will be added. That's fine as long as the new entrance is added first to allow members access to our facilities. Second, making sure equipment and materials used in the construction doesn't find its way onto our property is something to be very mindful of. Third, it looks like from the maps that field tens seating, for both spectators and players, along with fencing all down the left field line is the right of way. As we fallow that line north our road in front of field five would lose

almost a third to the right of way. These things could impact flow and safety for Keystone members.”

A summary of Keystone Little League concerns with response from Schemmer are listed below:

Keystone Little League comments:

1. Maintain access to the parking lots during construction is vital.
2. Making sure construction materials stay off their property is important
3. Field 10 seating is in ROW and the road in front of Field 5 would be reduced by 33%

Response to Comments:

1. Access will be maintained to the parking lot throughout construction. A new or temporary access driveway will be established prior to closing the two south access points to minimize impacts to traffic ingress/egress to the facilities during construction
2. The construction will follow Best Management Practices for the control of construction material and debris during construction. The contractor is responsible for maintaining a safe and environmentally sound construction site including appropriate trash disposal. The contractor will not be allowed to store construction equipment outside of public right-of-way without owner consent.
3. The seating for field 10, just north of Big Papillion Creek, is currently in 120th Street right-of-way. The City will work with Keystone Little League to obtain the necessary permit to occupy right-of-way for maintaining these seats. The frontage road along field 5, which is the northernmost field adjacent to 120th Street, is within the existing 120th ROW. However, the City will accommodate access to the parking area as well as two-way traffic to maintain existing traffic flow.



Murthy R. Koti (PWks) <murthy.koti@cityofomaha.org>

Re: [Update] 120th St CN22277 2040 projections review meeting

2 messages

Joshua Corrigan <jcorrigan@mapacog.org>

Fri, Dec 2, 2016 at 9:49 AM

To: "Murthy R. Koti (PWks)" <murthy.koti@cityofomaha.org>

Cc: "Jon Meyer (PWks)" <jon.meyer@cityofomaha.org>, "Helgerson, Michael (MAPA)" <mhelgerson@mapacog.org>

Murthy,

As we've indicated this model is calibrated to a base year of 2010. It may be more beneficial to look at the change in volumes between model base and future rather than comparing to existing ADT which is heavily modified before it becomes a component of the model data.

I've included a map that shows the change in volumes between the base year and future year in the model using the land use assumptions that we received from planning. Hopefully this gives you a clearer idea of the expected growth along these corridors.

Please let me know if you have any other questions.

Thanks,

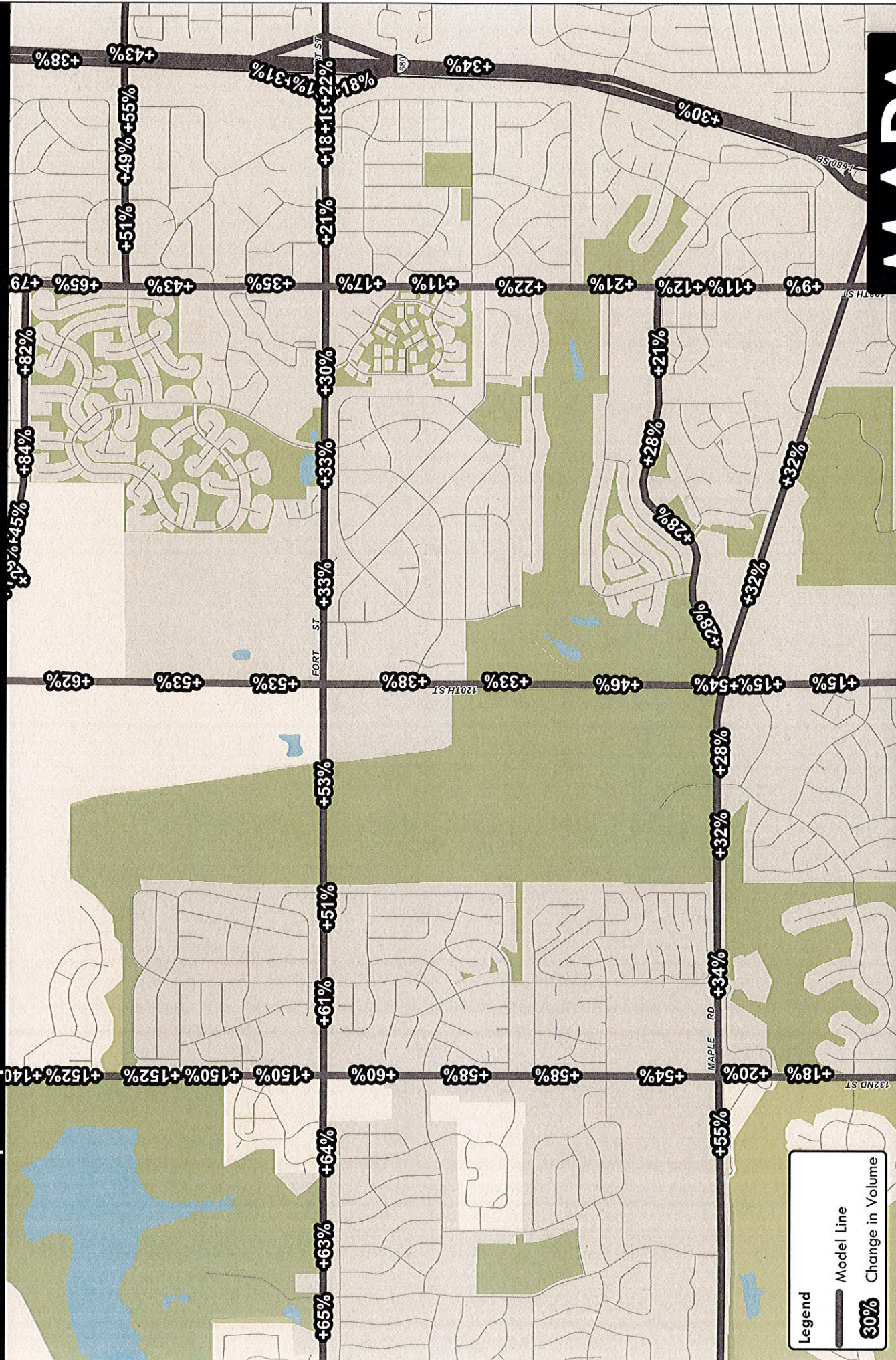
Josh Corrigan

GIS Coordinator

Metro Area Planning Agency (MAPA)

402-444-6866 ext 221

2040 Model Output - Updated LU



Legend

Model Line

30% Change in Volume



WAPA

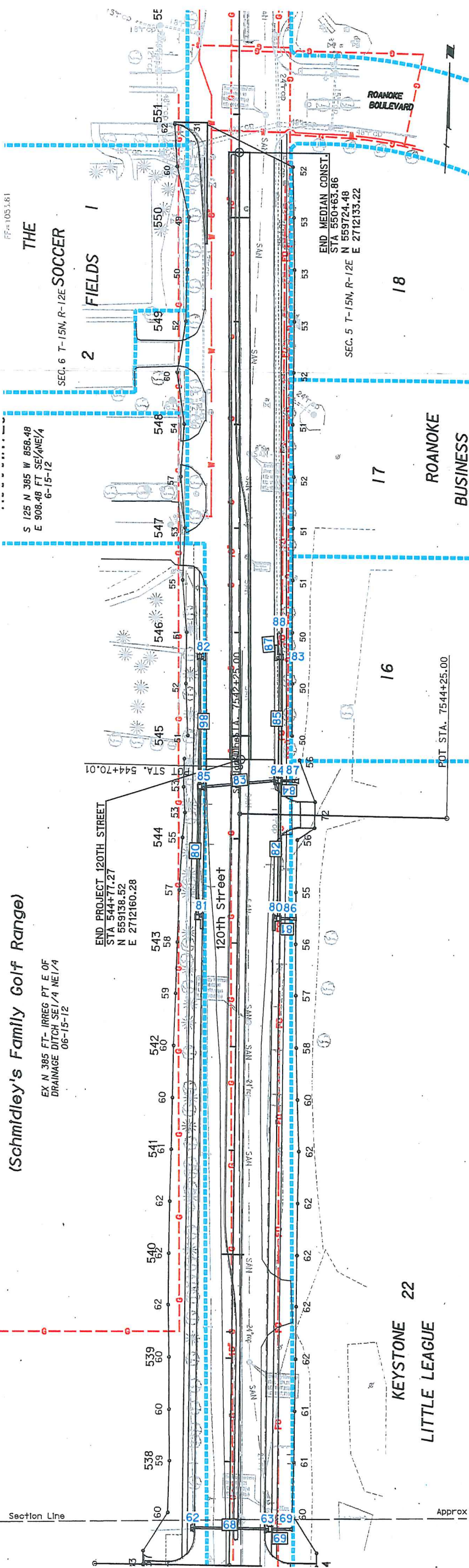
120TH STREET - CITY OF OMAHA

PROJECT NO.
MAPA-5009(3)

C.N.
22277

(Schmidley's Family Golf Range)

EX N 385 FT- IRREG PT E OF
DRAINAGE DITCH SE1/4 NE1/4
06-15-12



PRELIMINARY PLAN
NOT FINAL - SUBJECT TO CHANGE

